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Scale AVIATION Modeller International

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by Derek Pennington

'Skipper'

by Michele Marsan

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Century Series
F-104 Starfighter

Peshka
(Petlakov Pe-2)

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Volume 6 Issue 1



Editorial

Well, here we are with the first edition of volume six. Editing a magazine like this does give little time to reflect on changes between editions and volumes, as the previous edition was produced (by me) just two weeks before this one, and I had finished most of the contents of this one before I even saw a copy of Vol 5 Iss 12! To you as a reader the wait may seem huge between editions (to others it may not!), but from my side of things it is a constant task, that has good and bad sides to it. The good side is that you are totally immersed in the subject, and keep 'up to speed' on what is going on, the bad side is that you never stop thinking about model kits etc! As a (currently) (in)active modeller, I have been interested in all things to do with the hobby since I was about eight, and I have been making models since that time. I have been through just about every subject, from aircraft to vehicles, onto military and then back to aircraft. Throughout that time though I have always kept my interest in aviation from a technical and historical viewpoint.

When I talk to other modellers about this, and other aspects of, this hobby, I realise that everyone brings to it what they want. Some build for fun, some build to gain recognition through winning competitions, and some build purely as an extension of their love of the subject. I think I fall into the latter category, as I sometimes wonder about the 'fun' side. When I was a lot younger I used to have a model shop in the local village (which was still three miles away, but it was there). I recall seeing all those Airfix and Matchbox kits stacked up on the racks, and all those Matchbox die-cast cars and Britain's figures (two other passions of mine at the time). To me it was 'kids heaven' and if I had had any real spending power I would have been filing for bankruptcy at about the age of nine or ten. Sadly this shop eventually closed, and I then had to travel 30 miles to get to the nearest model shop. There was a 'real' model shop in one city near us, and another one in a tobaccoist and newsagents in the other. The latter still exists and I often pop back in when I am visiting my mum. The former did not last for more than

about eight years, but when it disappeared (in a puff of smoke to be precise!), it was soon replaced by another shop, and that one is still there today. I was lucky, as I always had a source for my hobby and I also had a grandparent who spoilt me. I therefore got Matchbox kits whenever we came across them while out for the day and I soon learned which local shops stocked them! Today there does not seem to be the same kit distribution in other outlets, like Post Offices and Grocers, and I am sure this is one of the reasons why there are fewer new modellers about. I know that there is always a selection of kids that make models, and I am not of an age when I recall lots of kids doing it when I was young either, but it seems a shame that the availability of model kits in general seems to have decreased in the UK over the past ten to fifteen years. The hobby has not lost any of its attraction due to the computer age, and I know of a number of modellers who still follow the hobby for relaxation even though they work in highly technical jobs. Attracting modellers into the hobby when they are young is not the trick, it is ensuring that there is a hobby for them to enjoy when they come back to it (with the spending power) once they have 'seen that, been there, done that'. Modelling may be seen by many as being for 'kids', but the real truth is that it is a multi-billion pound industry that is enjoyed by millions of adults all around the globe.

Well, subscribers may just about get this issue before Christmas, and by then we (the production/editorial team) will be taking a well earned break for a few weeks. The last year of Scale Aviation Modeller International has seen some huge expansion. Next year will be busier than ever, and I can only guess at what products the manufacturers will announce in the coming months. Whatever they are, we will keep you posted!

May I personally wish you all a peaceful and prosperous New Year.

Richard A. Franks
Editor

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Prof Steven J. Corvi continues his series with a look at the Lockheed F-104 in the form of the F-104C kit from Monogram



Fine Moulds

1/72nd

Mentioned last month, but actually due for release in December is the brand new kit of the Curtiss R3C-0. This injection moulded kit is listed at ¥1600 in Japan and its release is in connection with the Disney film we mentioned a while ago, from which Fine Moulds also produced the S.21.

1/48th

The Yokosuka D4Y1 Type 11/12 Suisei (Judy) is now available in Japan. The kit (#FB-01) is listed at ¥2800 and the range can be obtained in the UK via Hannants.



Blue Max

1/48th

The latest release from this manufacturer is the Albatros D.III (OEF) Series 53/153/253 and it costs £21.99.

Releases for the 2000 schedule will include the Sopwith Dolphin, Sopwith Snipe, Bristol M1C Monoplane, Phoenix D.1 and Supermarine Spitfire F Mk 14. Each kit will be limited to 2000 worldwide and will be limited-run injection moulded plastic with pewter detail parts and all of them are listed at £21.99 each.



Heller

1/72nd

Two kits have been reissued by Heller in this scale. They are the Fouga Magister CM170 (#80220) and the SAAB JA37 Jaktviggen (#80309). They retail for £3.99 and £5.99 respectively.

Broplan

1/72nd

The next vac-form and limited-run injection moulded plastic kit from Broplan will be the Potez XXV with Hispano Suiza Lb12 engine that was used in Greece.

Pegasus

1/72nd

The release schedule for the 2000 period by Pegasus will include the D.H.4, D.H.2, SPAD XII and the R.A.F. B.E.2e. Each kit will be limited-run injection moulded plastic with pewter detail parts. The D.H.2 and SPAD will be £11.99 each, while the other two are £13.99 each.

Aircraft in Miniature

1/72nd

Due for release in 2000 will be the Tupolev Tu-95 Bear. This pre-cut vac-formed kit will include white metal, injection moulded plastic and/or resin detail parts as well as decals.

Within the Historic Wings series, 2000 will see the release of the HP42/45. This will be a vac-formed (not pre-cut) kit with white metal, injection moulded plastic and/or resin detail parts, plus decals.

RugRatResin

1/72nd

Now owned by Aircraft in Miniature, this range will see the release of the Vickers Viscount 700D in Central African Airways markings during 2000. The resin kit will feature white metal detail parts and decals.

AIM Ltd

1/72nd

A very special combination set is due to be launched by this company. The set will contain a kit of every aircraft type that the BBMF fly, in one box! This will result in kits of the Spitfire Mk IIa, Vb, LF Mk IXe and two PR Mk XIXs, plus two Hurricane Mk IIs, the Lancaster, a Dakota and two Chipmunks. The kits will be from Airfix, Italeri and MPM and the set will also included a limited print depicting the BBMF over Lincoln Cathedral which was flown in the BBMF Lancaster on the 3rd Sept 1999. If that was not enough the set will also include the MPM book on the Spitfire PR Mk XIX, the BBMF 1999 brochure and the markings for the Lancaster and Hurricane will depict these machines as they will appear during the 2000 season. Talk about up to date! The whole box set will retail for £69.99 plus P&P and those interested should contact AIM on 01328 855800, as the set is only available from them by mail order.

J. Rutman

1/72nd

A new resin detail set for the Combat Models C-17 kit is now available from this manufacturer. The set includes a cockpit, nose wheel well, cowlings, intake fans and metal undercarriage and it costs \$37.95 plus \$5.00 shipping.

Also available is a similar set for the Combat Models C-133. This set includes resin spinners and props and costs the same as the C-17 set.

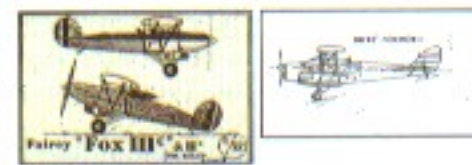
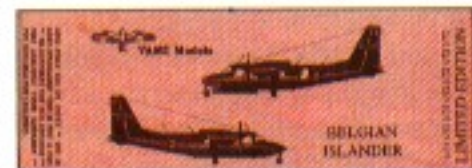
There is no UK stockist of this range as yet, so orders should go directly to J. Rutman at; HC88 Box 38, Pocono Lake, PA 18347-9711, USA.

Vami

1/72nd

New resin kits due from Vami in the

remainder of the year are the Britten-Norman AEW Defender, Jet Squalus, Belgian Islander, Britten-Norman Trislander, Fairey Fox VI/VII, Fairey Fox VII 'Monofox', Fairey Fox IIIm/IIIC and D.H.83 Fox Moth.



Panther Productions 2000

1/32nd

This will be a new name to you all, but this UK concern has just announced their first release, which is planned for the first quarter of next year. The subject will be the Douglas A-1H Skyraider and it will be resin and white metal with a vac-formed canopy (and spare!). The kit will assemble like an injected kit, and will feature optional wing fold, a super detailed cockpit, separate flaps and rudder, 'weighted' tyres, underwing tanks, weapons pylons and a selection of stores. Two decal options (USN/USAAF) will also be included and the kit will be a limited production. For more information contact the exclusive distributor for the kit, which is Beaneys Model Hobbies.

For the second quarter of 2000, they also intend to do similar kits of the AD-4W/AEW.1 Skyraider and the Gloster Meteor F Mk 8, just to whet your appetite further!

High Planes Models

1/72nd

Apart from the two new racers featured in our Preview section this month, the next new products due from HPM will be the Atlas Cheetah (#72017), which will be limited-run injection moulded plastic with metal detail parts and vac-formed canopy. The UK price for this kit will be £20.00. Also due are the Yak 11 racer 'Mr Awesome' (#Racer 7208/£14.00) and the P-51D Mustang 'Red Baron' (#Racer 72012/£14.00).

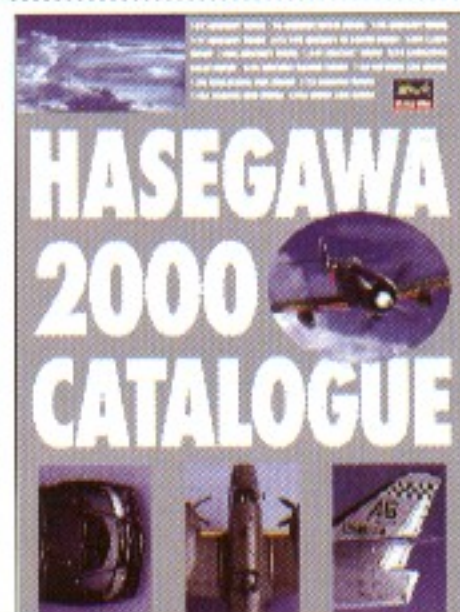
Future releases from HPM will include

the Beaufort I with Taurus engines (#7228), Beaufort Mk II with P&W engines (#7230), Sea Fury FB. 11 'RAN/RCN/RN' (#7233), De Havilland Sea Vixen FAW.1/FAW.2 (#7236), Martin RB-57D Canberra (#7239), Boston Straffers 'RAAF/USAAF' (#7244/£20.00) and an Avon Sabre fuselage conversion (#7245). Other racers due to be produced include the Learstang 'Miss Ashley II' (#R7205), Griffon Mustang 'World Jet' (#R7207), Yak-11 'Perestroika/Czech Mate' (#R7209/£14.00), Bearcat 'Smirnoff' (#R7213) and Bearcat 'Rare Bear' (#R7214).

1/48th

2000 should see the launch of HPM's first 1/48th scale kits and these will include the Griffon Mustang 'World Jet' (#R4801), Nemesis Formula 1 racer (#R4802), XP-51 'Miss Ashley II' (#R4803) and RB-51 'Red Baron' (#R4804).

Hasegawa



The catalogue from this manufacturer was due for release in Japan on the 30th November 1999. Let's see what Hasegawa announce for 2000 in it!

1/200th

The Boeing 767 kit in this scale will be revised to produce the JASDF AWACS version (#MX7) and will be available in Japan in December at ¥1800. The UK delivery will be in early January 2000.

1/72nd

The Lockheed F-117A Stealth (#GE1) that is due from Hasegawa in December is a revised version (although radically so) of the previous F-117A kit and this explains the very low price (¥1200) in Japan. The kit will be out in the UK in January. Also due for release in December (Jan 2000 for UK) is the revised version of the Me 262A, which will now come out as the V-10 version complete with resin V-1 and it (#00049) is listed at ¥2200 in Japan.

The F/A-18C (#GD8) and F/A-18D (#GD9) kits from Hasegawa have been revised with new exhausts and antenna detail and reissued. They come with VFA-195 'Chippies Ho' and VMFA(AW)-224 markings respectively and are listed in Japan at ¥1000 each and in America at \$11.98. There is no confirmed UK price as yet, but both will arrive in early January.

Other new kits include the Beaufighter TT Mk 10, which includes the new winch in white metal. This kit (#00041) is listed at £24.98 in America. Also listed in the USA for

Tamiya

1/72nd

The De Havilland Mosquito FB Mk VI/NF Mk II kit (#60747) will be released in December in Japan (¥1500) and it should not be too long after that before it is in the UK.

1/48th

Everyone seems to have an opinion about the UK price of the new Swordfish kit, but if you don't know it is confirmed at £36.99, with the etched set at £7.99.

We were interested to note that the Lancaster 'Dam Buster' (#610261) is now listed as 'back in production' via American sources, and is priced at just \$57.00.

1/32nd

The revised (interior and various antenna) F-15 Eagle will be produced in F-15J JASDF (#60307) form for release in December. The Japanese price is ¥11000, so we suspect it will be around the £80 mark in the UK.

Accurate Miniatures

1/48th

Now we have all been waiting a long time for those new Mitchell kits haven't we? Well, the news is good in regard to their production, which is due to start in December, but not at all good is the news in regard to their price. Talking to their UK distributor, it would appear that the kits will see a 50% price increase before release and therefore the North American B-25 Mitchell (#3430), B-25C 'Air Apache' (#3431) and B-25G cannon Mitchell (#3432) will now be £53.95 each!

The news in regard to the Grumman F3F-1 (#3413) and F3F-2 (#3414) is also bad, as the price of these is set to rise to £33.95 each.

Also expect to see large price increases on older kits in this range during January 2000, with the Avengers and Dauntlesses being as high as £37.00 each.



1/32nd

December release in this scale is the reissue of the A-4E/F Skyhawk in new Top Gun markings and it (#08114) is listed at ¥3200 in Japan. The P-26A Peashooter will also soon be available once again, and is listed in Japan at just ¥1600.

Esci

1/72nd

Another range that we have been waiting to see relaunched in the UK is Esci, as it is owned by AMT/Ertl in the USA. Certain items were listed for release in 1999 by AMT/Ertl, but to date no kits have arrived. Apparently all of the moulds are now in China and production will start shortly. We did note some of the WWI kits in Japan, so obviously some production is going on, but the UK stocks will not be available until next year now. The only good news is that the range will see a substantial (50%) drop in the retail prices in comparison with their previous ones, and that could result in the modern aircraft types being as low as £4-5 each.

Revell-Monogram

1/48th

Nothing new as yet to announce from Revell-Monogram, but we did note that the Messerschmitt Bf 109G-2 has been released as a limited production kit (#4164) in the USA. The kit is just \$16.75, and we doubt if it will make its way to the UK or Europe.

Within the limited reissue programme, the Wright brothers Kittyhawk (£11.95), Consolidated B-24D (£16.95) and F-5E Tiger (£12.95) are all now available in the UK. Other kits will be available soon, but many of those we listed a few months back will not be available until next year now.

The F-105D (#5840) should be in the UK soon, and its retail price has been announced at just £9.95.



Dujin

1/72nd

The latest release from this manufacturer is

the Klemm KP151 (#72170) and it retails for £16.95. The kit is resin with vac-formed clear parts and examples can be obtained via Hannants.

New kits due from Dujin will include the Caudron C.480 Fregate (#72106), Fiesler Fi 99 Jungtiger (#72121), Moeller family [2 kits] (#72122), Robin DR.315 Petit Prince (#7222), Robin DR.360 Chevalier (#7223), Robin DR.400/125 Dauphin (#7230), Robin DR.400/160 Major (#7231) and the Robin DR.400/180 Remo (#7232).



Minicraft

1/144th

The Douglas C-118 used by President Truman is depicted in the latest kit from Minicraft. The kit is injection moulded plastic and retails for £8.99.



Unicraft

1/72nd

The next two resin kits due from this manufacturer are the Rolls-Royce Mustang FTB project (\$10) and the Dornier Do. P.59 (\$25). The first is a rear-engine P-51 project that is offered as a conversion based on the Revell® P-51B kit, while the other is the first mixed-propulsion project of the Do 335.

Air Mail postage is free on these kits so contact the manufacturer directly, or go via their UK stockists, The Turntable & Hannants.

Welsh Models

1/144th

The most recent vac-formed kits from this manufacturer are the Douglas C-133A Cargomaster (£29.99), Bristol 312 Britannia 'BOAC' (£14.99), Super VC-10 'BOAC' (£22.99) and the Douglas DC-7C 'BOAC' (£17.99).

Revell®

1/48th

The F-117A Stealth (#4545) has just been released by Revell®. This may be the Italeri tooling, but we are unsure. Which ever is the case it retails for £12.95. The ex-Dragon Me 163B-1a Komet (#4546) is also now available under the Revell® label at the amazingly low price of just £9.95!

Aerovac

1/72nd

The massive Latecoere 302 flying boat has just been released by this company as a vac-formed kit with resin struts and metal propellers. The kit (#7202) retails for £29.95.

Future kits will include the Breguet Br.521 Bizerte flying boat (#7203), Farman E.221 (#7004/), Farman E.222-1 (#7005)

December release is the Macchi C.202 in 'early version' configuration (#00045) and the Fw 190A-5 'Special' (#00046) at \$16.98 each. Both will be in the UK in early January. The SH-60B Seahawk will be released with Penguin II AGM-119B missiles in resin and is listed at \$25.98 in the USA. Due in the UK in January is the SAAB J-35J Draken 'Grey Scheme' (#00047).

No news on the release of the Mitsubishi Ki-67 Hiryu (Peggy) in the UK as yet (Now confirmed for early January 2000-Ed), but it (#51219) is listed in America for December at \$26.98 and Japan at ¥2600.

Apparently the Ki-46II and III will be released at last next year.



1/48th

Available by the time you read this will be the Henschel Hs 129B-2 (#JT71). The kit is a completely new tooling and is listed at ¥2600 in Japan and \$25.98 in America. The kit will be in the UK in early December and will retail for £15.99.

The updated version of the Mitsubishi A6M5 Type 52 Zero (#JT70) will be available in Japan (¥2000) in December, but will not be in the UK until early January. The Messerschmitt Bf 109T (#09326) we mentioned last month is also due in December. This kit appears to be a resin update to the existing E series airframe and it is listed in Japan at ¥3800. The new Nakajima A6M2-N Rufe will be released with 802nd Flying Group markings (#09322) and is listed at \$27.98 in the USA. Also due are the Hurricane Mk I Trop (#09323), Bf 109G-6 'Graf' (#09324) and RF-86F 'recon Sabre' (#09321). The latter item includes the camera bulges in resin and is listed at \$35.98, while the other two are \$16.98 each. The new Kawasaki T-4 tooling that is already available in 'Blue Impulse' form, will also be produced in December in the standard JASDF livery (#PT17) and is listed at ¥2200, and should be £19.99 when it arrives in the UK early next year. All of the above 1/48th scale kits should be in the UK for the first shipment of the year in early January.

Other revised or reissued kits due in December include the F/A-18C Hornet 'VF-155 Eagles' (#09327) at ¥5800, QF-4N Phantom II Drone (#09328) at ¥3200 and the F-14A Tomcat 'Lantirn' (#09329) at ¥5200.

New kits rumoured for next year include the F-104 and J1N2 Shinden-Kai.



Scott Germain

1/72nd & 1/48th

This American manufacturer has just produced decals in both of the above scales that will allow you to make the P-51D flown by Bob Hoover. This is certainly one of the most famous P-51Ds in the world, and the sets will include all the information you require to correctly depict this machine.

For more information contact Scott at AeroServ@aol.com (Tel: (480) 704 6692)



HR Models

1/72nd

Always busy producing resin kits, this manufacturer has the following ones due in 2000. Gloster Gauntlet 'Finnish' with skis (£13.50), Aviatik Berg D.1 (#7244/£13.50), Fokker M.7 (#7247/£13.50), Polikarpov I-16/4 (#7249/£14.40), R.A.F. B.E.2c (#7250/£12.90), Repulogepgyar Levente II (#7251/£12.90), Farman MF.11 (#7251), Hanriot HD.1 (#7253), Hanriot HD.2 (#7254), Nieuport 17 bis 'R.E.C.' (#7255/£12.90), Nieuport 17bis 'Nungesser' (#7256/£13.50), Nieuport 23 (#7257/£12.90), Nieuport 25 'Nungesser' (#7258/£13.50), Nieuport 12 (#7259/£13.50) and Nieuport 12bis 'R.E.C.' (#7260/£13.50).

Classic Plane

1/72nd

New limited-run injection moulded plastic kits from this German manufacturer will include the Gee Bee R-1 racer (#7211), Extra 300 'Royal Jordanian Falcon display team' (#7212), Extra 300 'Northern Lights Display team' (#7213), Extra 300 'Chilean Halcones display team' (#7214) and Extra 300 'German' (#7215).

Historic Plastic Models

1/48th

Following on from their Bv 141B kit, HiPM are going to produce a similar limited-run injection moulded kit of the Petlakov Pe-2. The kit will feature injection moulded clear parts and etched detail ones, but as yet we have no confirmed release date.

Omega

1/72nd

New resin kits due from this manufacturer will include the Letov S-116 (#7224), Letov S-16J with floats (#7227), Fokker C.1 (#7231/£16.50), Jak-7 with M-82 radial engine (#7233/£16.50), Jak-3 with AS-82 radial engine (#7234/£16.50), Borokov I-207 (#7235/£15.00), Rogozarski R-100 (#7236/£14.25), Spad A-2 (#7238/£14.25), Farman MF-11 two-seater (#7239/£14.25) and the Farman MF-11 with floats (#7240/£16.50).

and the Farman F.222-2 (#7006). Each kit will retail for £29.95 in the UK.

RS Models

1/72nd

As stated last month, the Praga E210 and Reggiane Re 2007 have been produced by this firm, and they are now available in the UK. They retail for £18.00 each.



Special Hobby

1/72nd

The Lockheed Orion (#7219) that we announced last month from this firm will include Spanish Republican Air Force markings, although we do not have a confirmed UK price as yet.

1/48th

The Flettner Fl 265 V1 (#48004) and Arado Ar 96 (#48006) have just been released by this manufacturer. Each is limited-run injection moulded plastic and the first features a resin engine and the latter has a resin cockpit. Each costs £12.50.

After the above two kits, the next one due is the Sack As-6 'Flying Disc' (#48051), which will also be £12.50.



MPM

1/72nd

The Bf 109G-12 (#72127) and the Bf 109 V1 (#72128) have been reissued with the inclusion of an updated (resin) cockpit interior and they are £7.50 each.

The latest new kit in this scale is the HA-200 Saetta, which is also £7.50.

Future new and reissued kits in this scale from MPM will include the Grumman F3F (#72077), Heinkel He 50 (#72079), Ryan PT-20 U.S. Army trainer (#72084), P-51A Mustang photo reconnaissance (#72085) and Petlakov Pe-2 (#72086). Due for reissue with updated resin interior details are the Kawasaki Ki-64 'Rob' (#72120), Ryan Dark Shark (#72131/£7.50) and the Sikorsky/Dragonfly S.51. The latter one will include new decals for a US and UK version, as well as a resin interior and crane.

1/48th

In the HML series the Arado Ar 240A-01/02

is once again available. This resin kit (#06) is £60.00 in the UK.

The Spitfire Mk IXC/E (#48040) that we mentioned last month is indeed an update on the Ocidental kit. Apparently the kit will include new gun access panels, guns, wheels (with four and 5 spoke hubs) and the rounded style of wing tip for the LF version. The rudder will be a IXE style, and new elevators and carburettor intake will also be included. The decals will be produced by Cartograf and will offer six options. The UK price for the model is now set at £13.95.



Dynavector

1/48th

The D.H. Sea Hornet is now available from Dynavector. The kit features vac-formed main components, with white metal detail parts and decals and it retails for £30.00.

Classic Airframes

1/48th

As mentioned last month the Bristol Blenheim is due from this manufacturer. Although we only mentioned the Mk I to start with, we can now advise you that the Mk IV and Mk V will also be produced. Each kit is limited-run injection moulded plastic with resin and etched details, and these kits will also feature injection moulded clear parts as well. The first kit (Mk I), should be out in January and the UK price for the series has been set at £34.95 each.

The Fairey Battle Mk I should now be readily available, and the Trainer and Target Tug versions are listed for December. The UK price for each of these kits will be £29.95.



RVHP

New and reissued resin kits and conversions due from this manufacturer during 1999/2000 include the Aero A-18 (£14.40), Praga E-39 Czech Air Force (£15.00), Letov S-10 (£15.00), Grumman TBM-3W Avenger conversion (£22.50), C-2A Greyhound conversion (£28.50), TC-2 KFIR 2 seat conversion for the Italeri kit (£22.50), Aero A-1 (£13.50), OEF C.II Czech Air Force (£15.00), OEF C.II Austrian Air Force (£15.00), Hansa Brandenburg B.1 (£15.00), Praga E-39 'Luftwaffe' (£15.00), Praga E-39 'Slovakia' (£15.00), Gotha GL.VII (£29.95), Aero A-18 with skis (£14.40), Phoenix A flying boat (£15.00), Beta Minor Be-51C 'Luftwaffe' (£15.00), Grumman EC-1A conversion for Hasegawa kit (£22.50), FB-19 'RAF' (£15.00) and the FB-19 'Russian Air Force' (£15.00).

ICM

1/72nd

New kits noted as due from this manufacturer are the Yak-7, I-16 Type 24, Sukhoi Su-2 and the TB-3 heavy bomber.

1/48th

In this scale there will be kits of the Yak-9DD, Yak-7DI/Yak-9 'early version' and the Sikorsky S-16.

M-Avia

1/72nd

This is a new firm from Russia and their first aircraft kit is the MBR-2. The kit is limited-run injection moulded plastic and examples can be obtained in the UK via Andy Pack Models at £9.95.

Eduard

Just to let you know what Eduard M.A. are going to be up to in the coming month, here is a breakdown of their next etched detail sets, and 'Express Mask' releases.

1/32nd

In this scale there will be an etched detail set for the Hasegawa Fieseler Fi 156 Storch (#32044).

1/48th

In this scale there will be etched sets for the following: Spitfire Mk Vb (Tamiya/#48293/£7.99), F-14A (Academy/#48294), Messerschmitt Bf 109K (Hasegawa/#48295/£7.99), Ki-84 (Hasegawa/#48296/£4.99), Typhoon 'bubble top' (Hasegawa/#48297/£7.99), A6M2-N Rufe (Hasegawa/#48299/£4.99) and the Hawker Hurricane Mk I (Hasegawa/#48301/£7.99).

In the 'Zoom' series there will be sets for the Me 262A Swalbe (Revell/#FE107/£2.50), Hawker Hurricane Mk II (Hasegawa/#FE108/£2.50), Focke Wulf Fw 190A-3 (Tamiya/#FE110), P-38J Lightning (Academy/#FE111) and the P-51B (Tamiya/#FE112).

New releases in the 'Express Mask' series will include Messerschmitt Bf 109G-6 (Hasegawa/#XF015/£0.55), Messerschmitt Bf 109K (Hasegawa/XF016), Ki-84 (Hasegawa/XF017), P-51B Mustang (Tamiya/XF018), F4U-1 Corsair (Tamiya/XF019/£0.80), P-38 Lightning (Academy/XF022/£0.80), Typhoon 'bubble canopy' (Hasegawa/XF023/£0.55),

F-86F-30 Sabre (Academy/XF024/£0.80) and the A6M2 Zero/Rufe (Hasegawa/XF025/£0.55). I am also pleased to say that there will be a whole new selection of masking stripes and national insignia masks and these will include a masking sheet (#XF500/£1.60), masking stripes 0.2/0.8mm (XF501/£0.55), masking stripes 2, 3 & 5mm (XF502/£0.55), Junkers Ju 88 Nightfighter national insignia (#XF512/£2.50), Bf 109E national insignia (Hasegawa/XF513/£1.85), Bf 109G/K national insignia (Tamiya & Hasegawa/XF515/£1.85), Bf 109E/F national insignia (Hasegawa & Tamiya, XF516/£1.85), Bf 109E 1940 camouflage scheme mask (XS505/£1.85), Bf 109E/F national insignia (XS507/£1.60) and Bf 109G/K national insignia (XS508/£1.60).

1/72nd
New etched brass detail sets in the 'standard' range will include those for the OV-10A Bronco (Academy/#72310/£4.99), F-16A/B (Italeri/#72311), E-3F/E-3B AWACS (Heller/#72312), P-40M/N (Academy/#72313/£7.99), Mosquito FB Mk IV (Hasegawa/72314/£7.99), F-84G Thunderjet (Tamiya/#72316/£4.99) and a fully revised set for the AH-1 Cobra (Hasegawa/#72318/£7.99).

New sets in the 'Zoom' series will include those for the A-1H Skyraider (Hasegawa/#SS113/£1.99), Spitfire Mk V (Italeri/#SS120/£1.99), P-38J (Italeri/#SS122/£1.99), F-4E Phantom II (Italeri/#SS123/£1.99), Fw 190A (Revell/#SS124/£1.99), F-6F Hellcat (Academy/#SS125/£1.99), F-84G Thunderjet (Tamiya/#SS126/£1.99), P-51B Mustang (Revell/#SS127/£1.99) and the Bf 109G (Academy/#SS128/£1.99).

New releases in the 'Express Mask' series will include those for the Junkers Ju 88A (Italeri/#XS014), Bf 109E (Academy/#XS015), Bf 109G (Hasegawa/#XS017), Fw 190 (Hasegawa/#XS018), P-51B (Revell/#XS019), A6M5 Zero (Academy/#XS020), P-40M/N (Academy/#XS021), F6F Hellcat

(Academy/#XS022/£0.55), Spitfire Mk V/IX (Italeri/#XS023/£0.55), Junkers Ju 88C-6 (Italeri/#XS024/£1.20), P-38J Lightning (Italeri/#XS025/£0.80), Fw 190 'blown canopy' (#XS026/£0.55) and the AH-1 Cobra (Hasegawa/#XS027/£0.55).

Sinifer

1/48th
The resin Grumman Widgeon (#4807) that we mentioned a couple of months back should be released early in the new year, and the UK price for this kit has just been announced at £49.95.



Toko



The He 111 series should start to be available early next year, as the recent test shots are looking very promising. Due later in the year from them will be the Gotha G.V for all you WWI fans.

Fonderie

1/48th
This is a new manufacturer from France and they are launching a series of limited-run injection moulded plastic kits with resin detail parts, the latter items being made for them by Hi-Tech. The first five kits due from them are the Bloch MB.152 (#6001), Bloch MB.155 (#6002), Dewoitine D.510 (#6003), Dewoitine D.510 'export' (#6004) and the Breguet 693A/B (#6005).

There are no UK release dates or prices as yet, but we will keep you updated.

Interavia

1/72nd
This is a range we mentioned a while ago, and included in the Preview section, well now they are due to become readily available in the UK via Hannants and the range will include the Sukhoi Su-1 (#7201), Sukhoi Su-3 (#7202) and the Lavochkin La-9. Each kit is injection moulded plastic and will retail for £4.50, but only the La-9 comes with decals.

Sukhoi Su-1



Sukhoi Su-3



Hi-Tech Models

1/48th
Following on from the Breguet 14B2 and the Dewoitine D.501, this firm will soon be producing similar limited-run injection moulded plastic, resin and etched brass kits of the Dassault Mystere IV and the D.H. Vampire. What mark the latter kit will be is uncertain at present, but we will keep you updated.

Siga Models

1/72nd
The FJ-1 Fury we previewed a while ago is available in the UK from Andy Pack Models and Hannants.

The other two kits due from Siga are the Phantom I (December) and the AM-1 Mauler (January), and they are both listed by Andy Pack Models at £14.95 each.

Black Box

1/32nd
The first resin detail set from this manufacturer will be for the Revell® F4U-1 Corsair (#32001) and it will cost £22.00.

1/48th
In this scale, the next sets will include those for the F/A-18C Hornet (#48002) at £16.00, F-14A Tomcat (#48003) at £20.00, F-15C Eagle (#48004) at £16.00 and the F-16C (#48005) also at £16.00. Each of these sets is designed for use in the Hasegawa kit.

Academy

1/72nd
The news is that in this scale next year you will see the Boeing B-377 Stratocruiser (#1603), Boeing C-97A Stratofreighter (#1604) and the Boeing KC-97A tanker (#1605). To date we have no idea of a release date or price for these huge models, but I am sure they will be very well received when they eventually arrive!

1/48th
New in this scale for 2000 will be the F40-1D, Bf 109G-6, F-117A, P-26 and Bf 109B/C.

CDC

1/100th
The latest couple of display models from this manufacturer are the Bf 109E in III./SkG 210 markings (#5306), a Spitfire 'WWII Aces' (#5316) and a Tornado in 15Sqn markings with a red vertical fin (#5451).

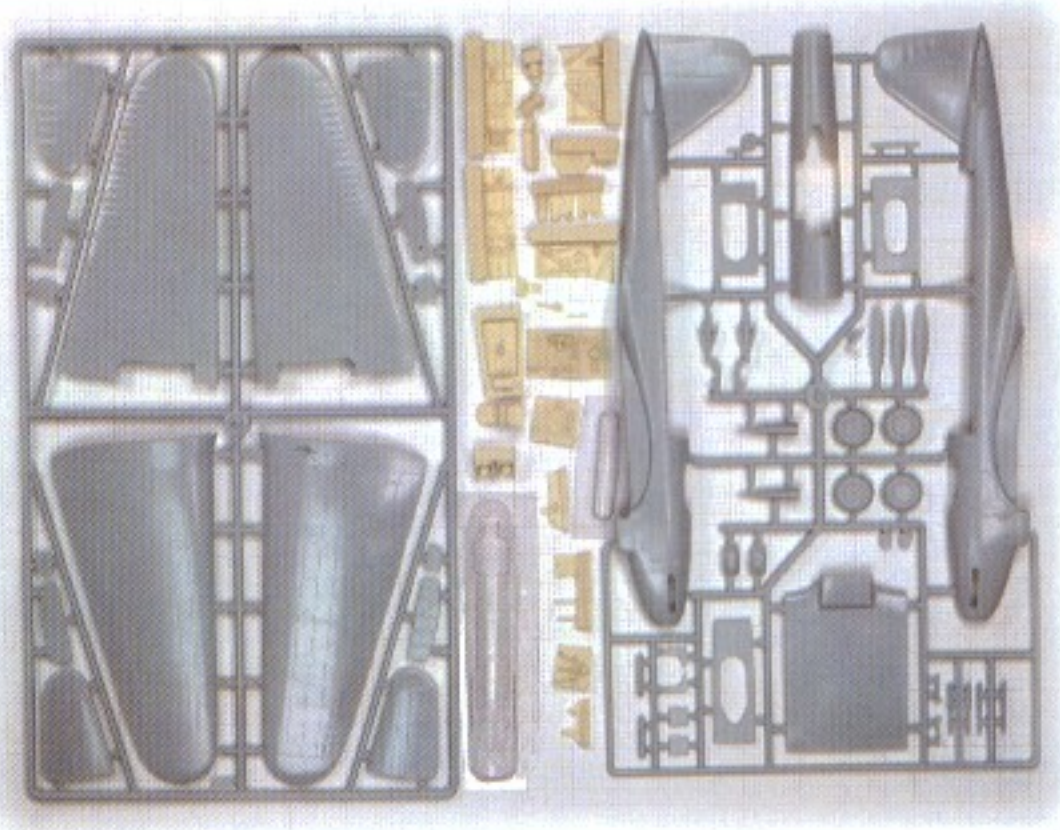
For more details on the CDC range, contact the UK distributor, Richard Kohnstam Ltd.



Classic Airframes

Exclusive!

For all of you waiting for Classic's Fairey Battle, here's a look at the production version in all its glory. UK stocks should be available by the time you read this.





Breguet XVI Bn2

Manufacturer: PVL **Scale:** 1/72nd
Price: £TBA **Kit No:** N/A
Panel Lines: Engraved & Raised ✓
Status: New Tooling ✓
Type: Resin **Parts:** Resin 40
Decal Options: 1
Manufacturer: Portugal Voou Longe (PVL)



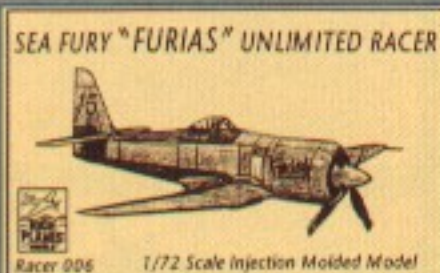
Supermarine Spitfire Mk IXc

Manufacturer: Occidental
Scale: 1/48th **Price:** £13.95
Kit No: 0212 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 65, Clear 5
Decal Options: 2
Manufacturer: Occidental
UK Distributor: Pocketbond Ltd



P-51D Mustang Unlimited Racer

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £14.00
Kit No: Racer 72011
Panel Lines: Recessed ✓
Status: New Tooling ✓ **Plastic Colour:** Blue
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 29, Metal 3, Clear 1
Decal Options: 1
Manufacturer: High Planes Models



Sea Fury 'Furias' Unlimited Racer

Manufacturer: High Planes Models
Scale: 1/72nd **Price:** £14.00
Kit No: Racer 006 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: Blue
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 30, Metal 8, Clear 1
Decal Options: 1
Manufacturer: High Planes Models



Airspeed AS.31

Manufacturer: Unicraft
Scale: 1/72nd **Price:** £TBA
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 22, Clear 1
Decal Options: N/A
Manufacturer: Unicraft



Breitling Obiter 3

Manufacturer: Heller
Scale: 1/144th **Price:** £TBA
Kit No: 80443 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 28 (inc Stand)
Decal Options: 1
Manufacturer: Heller S.A.
UK Distributor: Airfix Ltd



Hansa Brandenburg W.33

Manufacturer: Broplan
Scale: 1/72nd **Price:** £10.00 (+30% P&P)
Kit No: MS-71 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Vac-formed & Limited-run Injection Moulded Plastic
Parts: Plastic (Vac) 13, (Inj) 19
Decal Options: N/A
Manufacturer: Broplan



Republic P-47M Thunderbolt

Manufacturer: Revell®
Scale: 1/72nd **Price:** £2.95
Kit No: 04141 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 62, Clear 3
Decal Options: 2
Manufacturer: Revell AG
Distributor: Revell, Binney & Smith (Europe) Ltd.



Boeing-Vertol H-21C

Manufacturer: Revell®
Scale: 1/72nd **Price:** £8.95
Kit No: 04447 **Origin:** Italeri (Italy)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Plastic Colour: White
Type: Injection Moulded Plastic
Parts: Plastic 78, Clear 14
Decal Options: 4
Manufacturer: Revell AG
Distributor: Revell, Binney & Smith (Europe) Ltd.



Supermarine Spitfire Mk Vb

Manufacturer: Hasegawa
Scale: 1/48th **Price:** £TBA
Kit No: 09315 **Panel Lines:** Recessed ✓
Status: New Decals ✓ **Plastic Colour:** Grey
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 5
Decal Options: 2 (No.111 Sqn)
Manufacturer: Hasegawa Seisakusho Co., Ltd
UK Distributor: Amerang



Baumgärtl 'Heliöfly III'

Manufacturer: Unicraft
Scale: 1/35th **Price:** £TBA
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin **Parts:** Resin 11
Decal Options: N/A
Manufacturer: Unicraft



De Havilland Mosquito FB Mk VI

Manufacturer: Hasegawa
Scale: 1/72nd **Price:** £10.99
Kit No: CP18 **Panel Lines:** Recessed ✓
Status: Revised Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 88, Clear 8
Decal Options: 2
Manufacturer: Hasegawa Seisakusho Co., Ltd
UK Distributor: Amerang



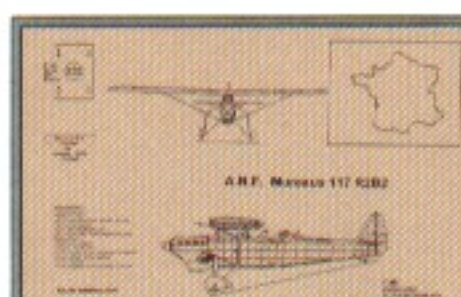
Nakajima G5N2-I Shinzan-Kai

Manufacturer: Creat 301
Scale: 1/72nd **Price:** ¥TBA
Kit No: N/A **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin & White Metal
Parts: Resin 25, (Clear) 8, Metal 23
Decal Options: 1
Manufacturer: Creat 301



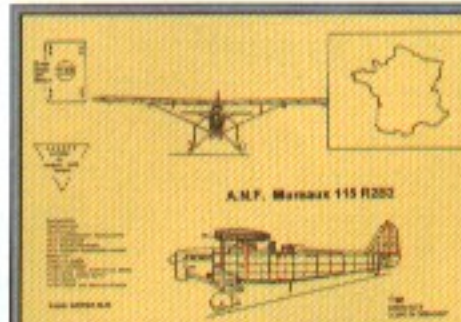
Fairey Swordfish Mk I

Manufacturer: Tamiya
Scale: 1/48th **Price:** £36.99
Kit No: 61068 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Plastic Colour: Grey
Type: Injection Moulded Plastic
Parts: Plastic 207, Clear 6
Decal Options: 3
Manufacturer: Tamiya Inc
UK Distributor: Richard Kohnstam Ltd.



A.N.F. Mureaux 117 R2B2

Manufacturer: WSW
Scale: 1/48th **Price:** £23.50
Kit No: 48-07 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 45, Metal 28, Clear 4
Decal Options: 2
Manufacturer: WSW Modellbau
Obtain in UK via: Hannants



A.N.F. Mureaux 115 R2B2

Manufacturer: WSW
Scale: 1/48th **Price:** £23.50
Kit No: 48-05 **Panel Lines:** Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 46, Metal 26, Clear 4
Decal Options: 2
Manufacturer: WSW Modellbau
Obtain in UK via: Hannants



#32501



#32502



#32503

NEW! 1/32ND SCALE AIRCRAFT KITS!!!

Finally, the detail and the scale you've been looking for. Superb resin wing, fuselage, and control surface castings; White metal guns, propellers, landing gear, and fine details; Photo-etch brass; Photo-negative instruments; Dry transfers; Vacu-form canopies; and beautiful decal sheets by Microscale.

#32101 Curtiss P-40C	\$125	#32501 A.V.G. Pilot	\$14
#32102 Curtiss P-36/Hawk 75	\$125	#32502 Japanese Pilot	\$14
#32107 Macchi C.202/205	\$125	#32503 Russian Pilot	\$14
#32108 Macchi C.200	\$125	#32504 Italian #1 Pilot	\$14
#32001 Beaufighter exhausts	\$12	#32505 Italian #2 Pilot	\$14

Shipping: U.S. - kits \$5ea.- fig. \$3/order
W. Europe - kits \$18ea.- fig. \$8/order
Other - kits \$25ea.- fig. \$10/order

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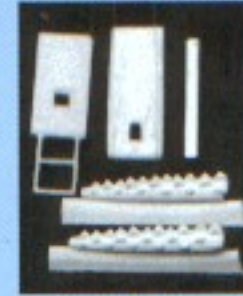
Craftworks, Inc. 872 sw 174th St. Seattle, WA 98166 USA
www.craftworks.com Tel. / Fax 206.242.8272



#32504



#32505



#32001



eduard CAMOUFLAGE MASK



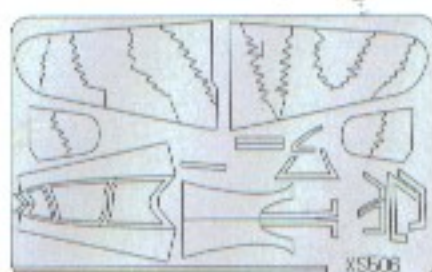
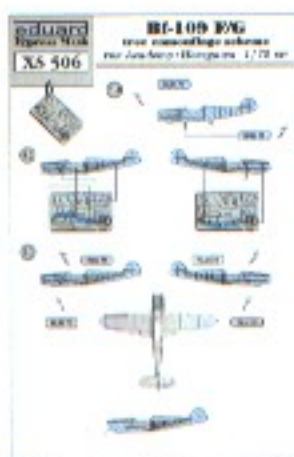
1. Paint model RLM 76
and then RLM 75



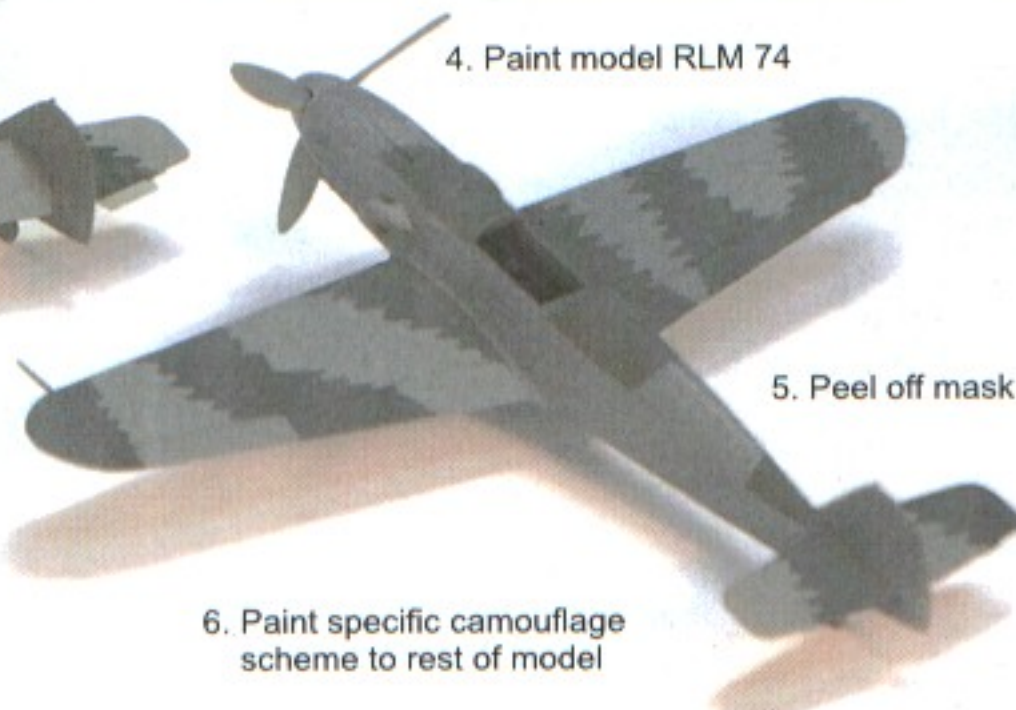
2. Apply camouflage mask
as per instructions

- easy to use - only takes 10 minutes to apply
- will not leave adhesive on paint
- will not lift paint (on properly applied paint)
- no spending long hours masking complicated schemes (or even easy schemes)
- no paint bleeding under mask
- can be used more than once

3. Apply liquid mask
or masking tape
as per instructions



4. Paint model RLM 74



5. Peel off mask

6. Paint specific camouflage
scheme to rest of model

• For national insignia use EDUARD ExpressMASK XS507 or XS508 •

Fokker T-VIII w/G



Technical Data

Manufacturer: MPM
Scale: 1/72nd **Price:** £11.50
Kit No.: 72080
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited Run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear
Parts: Plastic 48, Resin 16, Etched 17, Clear 4
Decal Options: 3 (Dutch, RAF & Luftwaffe)
Manufacturer: MPM s.r.o., V.Hodkovice 2, 147 00 Praha 4, Czech Republic
 Tel: +42 2 402 26 73, +42 2 402 25 53 or +42 2 402 64 32
 Fax: +42 2 402 25 52 or +42 2 402 25 54
 Email: office@mpm.cz or export@mpm.cz

The Kit

A fair sized box with a nice rendition on the top houses the three large grey sprues, the clear sprue, etched brass fret, decals and a small polythene bag that contains the resin items.

The Instructions

The instructions are two A4 sheets that contain a map of parts which is essential as the parts aren't numbered on the sprues. The construction diagrams are very clear.

Construction

There is quite a bit of detail to be added to the interior, most of which will be highly visible due to the huge, greenhouse style, canopy, so take your time, it will be worth

it on completion.

The resin radial engines are nicely cast but need a lot taken off each cylinder to fit inside the cowlings. Not having built a resin kit for quite a while, I had forgotten how much it smells! Make sure you have adequate ventilation, especially when filing or sanding parts! (Best to sand using wet'n'dry paper wet, therefore reducing the spread of the harmful resin dust - Ed). The glazed canopies are excellent and fit like a glove. The wings butt join onto the fuselage, but I have never encountered a problem with this type of joint, and I didn't need to create pin joints or add fixing lugs etc. I find that if you simply take your time, fix one wing with cement then leave it overnight to dry before fixing the other wing, all goes well and a strong joint results. The only problem I had with this kit was painting the canopy frames. I'm not very good at this at the best of times and faced with that vast expanse my hands were more shaky than normal. Still I got there in the end, mainly by taking my time and spreading the task over five evenings!

Colour Options

Three options are given, the first for a Dutch machine as shown on the box top. This is aluminium overall. A Luftwaffe machine is the second choice and this is RLM 72 and 73 in a splinter pattern with RLM 65 undersides and represents a captured machine that subsequently operated over the Aegean Sea. Finally you have the option of building a machine that was flown to Britain and operated by the RAF. This is finished in Dark Earth and Dark Green, Sky undersides and aluminium floats and struts. Detail colours are called out throughout and I used my trusty (should it be crusty?) Humbrol paints applied by brush.

Decals

These are by Propagteam and are the best I have ever used. I applied a coat of Humbrol satin varnish over them and they wrinkled up! Oh no! However, when the varnish dried they had settled down, looking like they were painted on.

Decal Rating = 9/10

N.B. It would have been 10 but I nearly had heart failure when they wrinkled!

Accuracy

The Encyclopaedia of World Aircraft (Blitz Editions) gives an overall length of 13m and a span of 18m. The kit scales out to 12.53m length and 17.86m span, so it's pretty close!

Conclusions and Recommendations

A very nice kit. I think the small etched brass parts would be tricky for younger modellers to handle, but they could be left off without any great detriment.

I thank the Lord for manufacturers such as MPM who produce these kits of

lesser known aircraft. More often than not these aircraft have a distinctive and unusual styling to them which, for me, is the attraction of model-making. I must admit that I wasn't that interested in building this when it arrived and subsequently I have taken a long time to complete it, but, thinking back over the three months I've taken to finish it, I realise now that I've actually enjoyed every minute!

My only comment would be that I think the engraved lines are a little too delicate, but don't let that stop you. If, like me, you love floatplanes, get on the phone and order one for your next project, it will sit nicely next to your Walrus and Kingfisher. Highly recommended.

My thanks to MPM for the review sample

Lee Thomson



Morane Saulnier MS AR-35EP2



Technical Data

Manufacturer: Choroszy Model
Scale: 1/72nd
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 35
Also Included: Clear Plastic Sheet
Decal Options: 1
Manufacturer: Choroszy Model-Bud, 32-070 Kraków, Czerwików 371, Poland.
 Tel/Fax: 048 12 647 09 94
 Tel: 048 12 270 26 79

The Kit

This resin kit came in a simple cardboard box and comprised three bags of resin parts, decals for one Polish operated machine and a sheet of clear acetate to create the windscreens. The parts have a lot of fine detail but some of the smaller components are still attached to large casting blocks. All the struts and detail parts are cast in resin and will need careful handling and preparation.

Instructions

These comprise a single sheet of A4 paper with a brief history of the type, some references and an exploded construction diagram. On the other side there are four elevations which, together with the box top, will allow you to check alignment and painting details. Also shown is a template for the windscreen.

No internal or detail colour instructions were given and the external colour scheme was simply given as Olive

Green and Dural.

Construction

After washing all the parts and straightening the wing in hot water, I cleaned off the minimal flash from the main parts and separated the smaller parts from the casting blocks. As no detail colours were given, I painted the inside of the cockpit with Humbrol 78 (Cockpit Green) and detailed the seats in two colours of brown to represent leather and wickerwork. I dry brushed the cast-in cockpit framework in a darker green and painted the instrument panel, rudder bars and joystick matt black. After a little trimming the cockpit and fuselage were assembled using five minute Superglue. The fuselage was painted 'Polish Khaki' from a mix of Humbrol 78 and Matt Black acrylic, with Tamiya Flat Aluminium on the metal parts. After careful cleaning up, trimming and painting, the cabane struts and wing were fixed with five minute Superglue. Due to a lack of locating points on the fuselage, I fixed the cabane struts to the holes in the upper wing,

checked them against the plans, evened them up and then glued the wing in place with 'thick' Superglue to allow for adjustment.

The rest of the construction was a painstaking process of measuring, checking, dry runs and eventual gluing into position. The review sample was missing an engine so I replaced it with an Aeroclub Le Rhone 90hp 9C, trimmed to suit the cowlings. The rigging wires are not supplied so I rigged the flying and bracing wires with stainless steel monofilament wire, which is available from LSA Models. Careful study of the plans was essential to establish the positions but the model had the wing locating points marked which made things very much easier.

The windscreens were cut from the acetate sheet to match the template in the instructions and fixed with Clearfix.

Accuracy

The Encyclopaedia of World Aircraft gives a wingspan of 10.57m and the kit scaled out at 10.55m. The kit instructions gave a

length of 6.75m and the model was a scale length of 6.8m. This makes for a very accurate kit given the difficulty of accurately measuring a finished model. I could only find one photograph and from that I suspect the undercarriage struts are modelled in a flying attitude, however, I was very pleased with the 'look' of the finished kit.

Colour Options

The instructions give one option for a Polish operated machine, one of the 70 supplied in the early 1920s. The colours are shown as Olive Green for the fabric surfaces and Dural (aluminium) for the metal surfaces. With no details I cribbed a scheme from other French and Polish types of the period. I settled on the following:

Matt Khaki: Fabric surfaces, outer wheel hubs.

Tamiya Flat Aluminium: Metal fuselage, inner wheel hubs, engine crankcase, propeller retaining studs.

Tamiya Gun Metal: Inside cowling, engine cylinders.

JP 54 Brass: Engine induction pipes. Light Brown: Propeller.

Decals

These were provided for one Polish operated machine. They were thin and glossy and settled down nicely with Micro Set. The instructions were vague, so I followed the box art and was pleased that the background colours did not show through. An insignia seemed to be indicated for the rudder but this was not supplied. If you wish to rig the kit with the cat's cradle of wires, remember to apply the decals first. I sealed them with Johnson's Klear to allow for handling and I would suggest minimal soaking to avoid curling.

Decal Rating = 9/10.

Conclusion and Recommendation

This Choroszy Model kit made up into a super replica of a little known type, and I

would highly recommend it for a first time attempt on a resin model and to more experienced modellers who are keen on inter-war types. I even enjoyed the rigging, so much simpler than a biplane.

My thanks to Choroszy Model for the review sample.

Simon Batchelor

Photos by Barry Coleman



Messerschmitt Me 163S

Technical Data

Manufacturer: Pavla Models
Scale: 1/72nd
Status: New Tooling
Price: £4.99
Type: Limited Run Injection Moulded Plastic, Etched Brass and Vac-formed Clear
Parts: Plastic 23, Etched 27, Clear 1
Decal Options: 2 (Luftwaffe & Russian)
Manufacturer: Pavla Models, Kubelkova 9, 709 00 Ostrava, Czech Republic.

The Kit

Inside the standard, Pavla style, box you get one sprue of limited run, grey plastic. You also get an Extratech etched brass fret and one vacform canopy. The plastic parts are covered in flash and are heavily attached to the sprues as is normal with a Pavla kit, but the surface detail appears to be quite good. The etched fret is to Extratech's normal standard but the canopy in my sample had a couple of surface imperfections and appeared to be pulled to its limit, as it is very thin.

Instructions

The standard, folded A4 size sheet normally provided by Pavla. Side one consists of a short history in both English and Czech and a parts map. Sides two and three show the assembly sequence in a series of four exploded views. Side four consists of two three-view paint plans. The Luftwaffe option is shown in RLM colours while the Russian option uses Humbrol and Agama paint numbers, Agama apparently being a Czech paint manufacturer.

Construction

This starts with the construction of both cockpit tubs. Etched seat belts are provided but they are more than a tad on the short side and are best replaced. The fuselage halves were then test fitted and were found not to match. After painting, the tubs were cemented to the starboard fuselage half as were the blank instrument panels and the coaming. The actual instruments are printed on a piece of paper and need to be cut out and glued to the blank panels. Not very convincing, to say the least. If you include an etched fret, it could at least contain instrument panels. The fuselage halves were test fitted again and it was found that the cockpit tubs weren't wide enough to fit both halves. Plastic card and lots of jiggling were required to correct this. The fuselage halves were then glued together. Quite a bit of carving and sanding was required to make the halves match. The wings were added next and a good deal of filler was used at all joins. After the undercarriage was added the canopy was trimmed and proved to be an almost perfect fit.

Accuracy

According to David Mondey's 'Axis Aircraft of World War Two', the Me 163B-1a had a wingspan of 9.32m and a length of 5.84m. As the Me 163S was a converted Me 163B then the dimensions should be the same. The kit scales out at 9.36m for wingspan and 5.98m for length making it quite close in this scale.

Colour Options

Two colour options are given in the instructions. Option one is for an aircraft at the Junkers factory airfield at Dessau in 1944 finished in a scheme of RLM 76/81/82.

Option two is an aircraft captured and tested by the Russians finished in Humbrol 114 (Russian Green) and Humbrol 115 (Russian Blue). Original names for Russian colours, eh? I chose the Russian option as it was refreshing to see a Komet wearing something other than a swastika. As per instructions, I used Humbrol paints on the kit.

Decals

These are by Propagteam and look very good. Register and definition are excellent and a full set of stencils is provided for the Luftwaffe version. As is usual with Propagteam, care must be taken when applying as they are VERY thin and are prone to folding.

Unfortunately, I lost one aircraft number due to this. The decals react favourably to setting solutions and conform to contours perfectly.

Decal Rating = 8/10.

Conclusion & Recommendation

An unusual subject, as is normal for Pavla, and one that has been quickly followed by another Eastern European company. The end result is not too bad but the amount of work required to reach that end is considerable. I also hope that the faulty canopy in my sample was a fluke. Any Komet collection needs one of these to complete it, but it is for the experienced modeller only.

Thanks to Pavla Models for the review sample.

Gordon King

Photography by Alasdair King



Supermarine Spitfire Mk IXe

Technical Data

Manufacturer: Ocidental
Scale: 1/48th **Price:** £13.95
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Parts: 63 Plastic (Grey), 5 Clear
Decal Options: 2
Manufacturer: Ocidental Replicas,
 Plasticum Lda, Lugar da Estação, 4470
 Maia, Portugal.
UK Importer: Pocketbond Ltd, P.O. Box 80,
 Welwyn, Herts. AL6 0ND
 Tel: 01707 391509

The Kit

At first glance the Ocidental kit looks nice, a worthy successor to their Harvard/Texan release and although not up to Hasegawa or Tamiya standards it seemed the answer to many a modeller's long-standing prayer; a 1/48th scale kit of the most prolific version of the prettiest fighter plane in history. Surface detail is neatly engraved into plastic that has a slightly 'dimpled' appearance, a sign of a spark eroded mould and a feature that disappears with the first coat of primer. The version chosen, the IXe with the 'Universal' wing, is a little baffling as there are so many more attractive markings available for the IXc, but a few moments study shows there could be a IXc in the offing. A 'low-resolution' image on the back of the box - a bit like the innocent bystander in a Crimewatch programme - also gives a hint in this regard (This is now available, see Previews - Ed).

Construction

Alas, a few moments examination beyond the initial glance showed the kit to be badly flawed. I always remove the major airframe parts from the sprue and hold them together with little strips of tape before beginning construction, just to get some advance warning of fit problems and to check out the basic shape. There was no need to lay the parts over a reputable scale drawing in order to confirm the

accuracy of the shape here! Take a look at the accompanying photograph - yeuch!



A test fitting of the tailplane halves revealed a nasty dihedral angle, but surprisingly this was cured by a few seconds work with a jewellers' file. All you need to do is take a few thou off the thickness of the tabs.

Assembly of the model is not difficult but a modeller with a little experience will find things a lot easier. The cockpit interior is more representative than accurate.

The wing presents few problems but I would recommend installing the gun panel before gluing the top and bottom halves together. Note here that the kit's wing provides the ejector slots for the outer wing gun bays which would have been occupied by 0.303in machine guns and a decision has to be made whether these slots should be filled in and the deflector bulges just behind the slots cut away. The Universal wing allowed for a varied mixture of weapons, but not a quartet of 0.303in machine guns in addition to a brace of 20mm cannon and a pair of 0.50in calibres!

In the fit of its major components the kit again proves itself to be adequate. Some easing of the fit and a little filler is needed in some areas but all within the abilities of all but the complete novice. The upper nose part noticeably overlaps the cowlings sides but this can be ignored (few cowlings fitted that well!) or the sides of the top panel filed back at the expense of losing the fastener detail.

The canopy parts fit well and are beautifully clear, but are so thick they have a nasty 'bottle-glass' effect. The kit provides

bomb racks for a fuselage mounted 500lb bomb and a pair of 250lb bombs under the wings and although these are recognisable, they could be replaced. Use some plastic or aluminium tubing to replace the tail rings on the 250 lb bombs, as Ocidental's are mis-shaped.

Completing the model is straightforward. The undercarriage is 'nice', not brilliant, but usable. One of the torque links in my kit was badly formed but its omission from the finished model is not that obvious. The spinner matches the nose contours and the propeller blades are acceptable. One unusual feature is the exhausts, for these are provided as a one-piece part that bridges the nose before the top cowling is added. I cut my exhaust part in half and added the halves from each side after the model was painted.

Colour Options & Decals

Two marking options are provided with a decal sheet produced by AeroMaster.

- 1. No.132 Sqn, MH486, FF-F
- 2. No.341 Sqn, NL-L, Free French Air Force, 'Alsace' Group

The colour of the RAF codes are very poor. They are supposed to be RAF Sky, but they appear as a virulent turquoise shade. This makes that option virtually unusable therefore and so the Free French version is almost obligatory.

I used AeroMaster acrylics to complete the

model and applied the kit decals over a coat of Johnson's Klear Floor Polish. Being AeroMaster decals they settled well onto the glossy surface and the white areas were nicely opaque.

Decal Rating = 10/10.

Summary

Well, in arbitrary terms it scales out, but in span it is about a full scale foot too long. Combined with a fuselage that is too slim in plan view this makes the model look a little emaciated and the wing lacks the correct dihedral angle. Set on its own amongst (for example) a display of tubby US Navy fighters the Ocidental Spitfire doesn't look too bad. Park it next to a Tamiya Mk I or Mk V or even a Hasegawa Mk V and the cumulative errors fairly scream at you. It seems as if the mould maker has been influenced by the shape of a Griffon powered Spitfire nose, or something of that ilk.

As far as a recommendation goes, well in kit terms it's not bad, perhaps a bit beyond the total novice but buildable. As far as accuracy goes...? Well, there's still a lot of debate going on about how a 1/48th scale modeller can put a Spitfire Mk IX onto their display shelves and the Ocidental kit is all too rarely referred to.

My thanks to Pocketbond Ltd for the review sample.

David Batt



Chance Vought F4U-4B Corsair



Technical Data

Manufacturer: Italeri
Scale: 1/72nd
Price: £3.50
Kit No.: 062
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 96 Plastic (Blue), 2 Clear
Decal Options: 3
Manufacturer: Italeri Spa, Via Pradazzo 6, I-40012 Calderara di Reno, (Bologna), Italy
 Tel: +39 51 726037
UK Importer: Richard Kohnstam Ltd
 13-15a High Street, Hemel Hempstead,
 Herts. HP1 3AD
 Tel: 01442 261721
 Fax: 01442 240647

The Kit

This is Italeri's latest release in their series of late model Corsairs. As with all the other versions, the kit is moulded in dark blue plastic. The instructions are in Italeri's usual clear pictorial style with painting notes citing Testor's ModelMaster paints and FS numbers. Out of all the late model Corsairs, the Dash 4 was made in the greatest numbers with 2,356 produced. However, the cannon-armed 4B moulded in this issue accounted for only 140 of the total. The quality of the moulding meant that I could not wait to start cutting plastic and another project went straight onto the back burner.

Construction

The fit of parts was so good, this is in danger of being the shortest review I have ever done! The cockpit is assembled and this has quite a good level of detail for a

small kit. The completed cockpit and engine are fitted into the fuselage. The wings assembled quickly with a superb level of fit, no filler anywhere on this kit.

Don't forget to drill out the 26 holes for the underwing stores. The undercarriage is well detailed and the undercarriage doors are nice and thin with recessed detail. The underwing load is very comprehensive, 1x fuel tank, 2x 500lb bombs and 10x 5in rockets. Once you have put that little lot on the model, it starts looking really impressive.

The last stage is all the little details like radio masts, and this is the only kit I have built in this scale which features separate exhaust pipes that have holes moulded into them. The canopy went on last after final varnishing. This is a touch thick but could be replaced with an item from the Squadron vac-form range if you wanted to.

Accuracy

The kit scales out exactly to the plans and measurements in Detail in Scale's Corsair

Part 2. However, due to the multi-variant nature of the kit, some details have been missed:

- 1. There should be three coloured ID lights under the right wing. These are easy to add.
- 2. On the inner flap on the right wing there should be a rectangular foot step cut out. These features were last seen on the Dash 4.

The only other correction is that the cannon barrels do not represent those fitted to a Dash 4. Look at the box art, this is how they should look with the barrel inside a larger tube. These are minor quibbles and can be easily corrected by the fastidious.

Markings

All the US Navy and Marine Corsairs were painted overall Dark Sea Blue; there are 3 marking options:

- 1. VMA-323 with white codes 'W5' on the tail and '6' on the nose.
- 2. VF53 with white '5' on the tail and the nose number '302'. This aircraft features a light blue tail tip and propeller hub.
- 3. My choice, an aircraft of VMA-332, white

'MR' on the tail and '16' under the cockpit, a white tip to the tail and propeller hub and a white band on the nose complete with red polka dots.

Decals

Excellent, thin with little trace of carrier film. The white is very dense and did not discolour over the dark finish. They went on well with Micro Sol and Set and even the one-piece polka dot band settled down easily over the complicated nose contours.

Decal Rating = 10/10.

Conclusion

I hope that Italeri will consider re-tooling for a machine gun wing to increase the marking options but after reading the review, need I say that I

recommend this kit? A high level of detail at a bargain price with superb standard of fit, this would make a great first kit. Highly recommended.

Many thanks to Richard Kohnstam Ltd for supplying the review kit.

David Francis



Kawanishi E15K1 Shiun (Violet Cloud)



Technical Data

Manufacturer: Aviation Usk
Scale: 1/72nd
Status: New Tooling ✓
Panel Lines: Engraved ✓
Fabric Effect: N/A **Price:** \$23.95
Type: Limited Run Injection Moulded Plastic, Etched Brass and Vac-form Clear
Parts: Plastic 37, Etched 30, Clear 1
Decal Options: 1
Manufacturer: Aviation Usk, 602 Front St., PO Box 97, USK, WA 9918, USA.
 Tel/Fax: 509 445 1236

The kit

Although the subject has been available on a few occasions before this model, Aviation Usk's is by far the best. Packed in a clear bag within a small full colour box, all the pieces are well moulded but will require a degree of cleaning up. The instructions are clear and precise following the usual assembly sequence. Smaller items are produced in etched brass.

Construction

Construction as stated follows what can be considered the normal way, starting with the interior. All the parts were removed, cleaned up and then attached to the appropriate point within the fuselage and on the cockpit floor. Once done the interior was painted with a grey-green not dissimilar to RAF Interior Green. Once dry the engine assembly (part B6) was attached and the fuselage halves joined. Although I feel the interior was well designed it still looked a little empty. Aviation Usk cannot be faulted for this as there are no records to show the interior of this aircraft. The final two stages of assembly went by extremely quickly, the model being finished in next to no time. Only one

area of construction caused any real difficulty and that was the out-rigger floats. These need to be approached with a little patience and care. I would also advise boxing in these so the tell-tail see-through effect is erased.

Accuracy

The E15 was a rare bird, information being very limited. Checking on the information I do have however I found this kit to be well within acceptable levels of accuracy. Just for the record, the real aircraft had a span of 14m (45ft 11 3/16in), a length of 11.587m (38ft 3/16in) and a height of 4.95m (16ft 27/8in) according to 'Japanese Aircraft of the Pacific War' by R. Francillon.

Colour Options

Being an IJNAF aircraft there is a limitation on the possible colour schemes that could be supplied. Being a 'Norm' the scheme was even more limiting; green upper surfaces with grey lower surfaces. What makes the E15 interesting is the extent of the blue/black anti glare area; this extends to the whole forward section of the nose from the wing leading edge forward. The green used for my model

was the new AeroMaster Kawanishi Green (1088), the grey was AeroMaster Navy Grey.

Decals

The decals provided with the kit are very thin and well printed. Only one option is given, this being for the IJN cruiser Oyodo.

Decal Rating = 9/10

Conclusion and Recommendation

This is a very good, well put together package from Usk. I would not say it was for the beginner due to its mixed construction, but it is easy to build if a little care is taken. The only comment I would make is that they could supply some form of support for the model when it's finished and maybe a slightly larger box. With all the pieces and instruction sheets within the box it was rather full. I would strongly recommend this model to any follower of Japanese aviation or anyone who likes floatplanes.

My thanks to Aviation Usk for the review sample.

Peter Fearis



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North American P-51B/C Mustang



Technical Data

Manufacturer: InTech
Scale: 1/72nd **Price:** £TBA
Kit No.: T53
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Parts: 42 Plastic (Light Blue), 3 Clear
Decal Options: 2
Manufacturer: BBK InTech-2 s.c.,
 30-252 Kraków, ul. K. Zernitsa, 12. Poland.
 Tel/Fax: +48 (12) 429 75 48
 Tel: +48 (12) 429 71 61

The Kit

They say first impressions are important and this kit looks a vast improvement on previous InTech kits. A nice piece of box art shows a red tailed Mustang going head to head with a Bf 109. The plastic is nicely detailed with engraved panel lines and is moulded in white which is a good base for a silver finish. A really nice touch is the clear sprue taped inside the main fuselage to prevent scratching.

Would it build as good as it looks?

Construction

The answer, No! The cockpit is quite good and the fuselage assembled quite quickly but once you start to try to fit the wings and tailplanes, out comes the filler with a vengeance, with large gaps up to 2-3mm on all major joints. The various intakes also needed small amounts of filler and would benefit with a little slimming down with a scalpel blade. The main undercarriage assembled easily and there is some good detail in the undercarriage bays including a clear landing light, but the undercarriage doors would benefit by being replaced with Plasticard. The tailwheel does not fit very well as there is no positive location (this fell off before I took the photographs, and I still haven't found it!). Just like Revell's kit, the spinner is a five-piece assembly which needs careful assembly. In 1/72nd scale I find this very fiddly to put together. On to the home stretch; the cockpit canopy is attached, this is very clear with easy-to-see frames which help painting. A final clean up of all the seams with Tippex and fine wet'n'dry paper and it's time to start painting.

Accuracy

Once again I used Detail and Scale's P-51 Part One and this showed up a scale 2ft shortage in the wingspan but worse, just like Hasegawa, InTech have used the wing for a P-51D with the large fillet on the leading edge which is

completely wrong on a P-51B. If this was not bad enough, the fuselage is a bit short and there is no trace of the prominent hot air exit ramp on the underside of the fuselage.

Colour Options

Now this is a hard choice, as both schemes are overall natural metal with Olive Drab glare panels. The first option is for Captain Topping's 99th Fighter Squadron, 332nd Fighter Group with completely red tail, tail surfaces and spinner, a blue and white checked band round the nose and the name 'Topper III' and four kill markings. The other option is Colonel Charles McCorkle, Group Commander of the 31st Fighter Group, 15th Air Force. Red and yellow wingtip with another yellow stripe mid wing, eleven kill markings and the name 'Betty Jean'. This aircraft has seven diagonal stripes on all tail surfaces. Both schemes are very attractive and are an excellent choice of markings by InTech.

Decals

These are very good, thin and well printed. The choice of scheme on my model was quite easy as these seven diagonal red stripes are not supplied on the decal sheet. The decals went on well with the use of Micro Sol and Set and even the very hard looking blue and white check decal fitted well.

Decal Rating = 9/10.

Conclusion

This is a vast improvement over the last InTech kit I built, but inaccuracies and poor fit made this kit a bit of a battle of wills. The decals, colour schemes, instructions and box art were all very well done. Unfortunately with Revell's accurate and cheap P-51B, I cannot recommend this kit, but I look forward to the continuing improvement of InTech's products.

Many thanks to InTech for the review kit.

David Francis



Sikorsky S-43 'Baby Clipper'



Technical Data

Manufacturer: Dekno
Scale: 1/72nd **Price:** £51.00
Kit No.: N/A
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & White Metal
Parts: 42 Resin, 23 White Metal
Also Includes: Two Exhaust Pipes & Two Lengths of Wire
Decal Options: 6
Manufacturer: Dekno,
 Avd. Príncipe d'Astúries, 21, 6o 2a
 08012 Barcelona, Spain.
 Fax: +34 93 415 23 08
 Email: albert@dekno.com
UK Importer: Hannants

The Kit

The substantial resin mouldings and other parts are each contained in re-sealable plastic bags within a stout cardboard box, adorned with pleasing artwork and a colour reproduction of the finished kit.

Close examination revealed that the metal parts were of generally good quality, but that the resin moulds had apparently 'given' a little during setting so the castings, particularly the mainplane centre section, were uneven and of only average quality. Dekno provide a fax number for the replacement of missing or defective parts, but I chose not to use it. The casting outlines were crisp enough even if the

detail is a little woolly - so it seemed better to ensure correct cross sections with file and filler rather than accept delays in completing the review.

Shaped aluminium tube stub exhausts and fine tube and wire pitot assemblies were neat touches as were the 'loaded' resin wheels. The 'loading' is perhaps not the most realistic seen, but it is achieved in a way which allows the modeller to file the wheel back to the true circular contour necessary if the undercarriage is to be shown retracted.

Instructions

These comprise three photostat pages and include a potted type history in Spanish and English, FS numbers for the painting guides, an exploded constructional diagram, three sides of views for the seven optional finishes suggested and one side with templates for the tail markings and upper wing visibility panels for two of the schemes.

At first I thought that the instructions were good enough, but during the build it became apparent that the inclusion of an accurate three view 1/72nd drawing is essential for accurate construction.

Lastly, on this matter, the history records that only one S-43 exists today. This is incorrect, as there is at least one other, namely the one owned by the Smithsonian Air & Space Museum (NASM), Washington, USA and stored at the Paul Garber facility. This may be 'viewed' on the NASM web site (<http://www.nasm.edu/nasm/AERO/AIRCRAFT/nto z.htm>).

Construction

Standard resin techniques were applied to this kit. Epoxy glue was used for the hull halves, wings and tail, with thick and thin grades of super glue used

for nearly all else as appropriate.

Dekno sensibly leave the construction sequence to the modeller and so I started with the hull, which is conventionally split, vertically. The port side was slightly misshapen, but despite the substantial nature of the casting complete with cockpit, freight deck and partitions, boiling water, brute force and rapid cooling in the freezer worked well. A flight deck with seats and control wheels must be assembled and painted, together with the rest of the interior, before the hull is closed. Depending upon the medium used to glaze the windows builders should be aware that the fuselage cargo deck is not flush when the external contours of the hull are aligned. This is apparent if a clear window glaze is used. The problem may be avoided by cutting a full width plastic card cargo deck section and gluing it on top of the resin before hull closure.

Once the hull was set a substantial amount of Milliput was employed to square up the chines and to hide the joint seam. Subsequent rubbing down obliterated most of the relatively crude panel lines and the external strengthening strips by the main wing centre pylon. I elected not to re-scribe the panel lines and used Microstrip to replace the strengthening strips.

It is not apparent from the instructions that the hatch in top of the rear fuselage, in front of the fin, is hinged to close along the centre line and therefore needs to be scribed or cut accordingly. Immediately aft of the hatch is a grey, non-slip, area some fifty inches wide and twenty two inches long. Concern over this detail led me to fill the area flush till confirmation was to hand, and the hatch is not apparent in the photographs of the review kit as a result.

The modeller must face a number of challenges building the main wing, which are made more difficult because the instructions do not include accurate scale plans in three elevations. The centre

section and outboard panels have dowel holes pre-formed to assist with a strong joint where the panels butt together. Unfortunately the dowels are mis-aligned. In addition the castings vary in depth when viewed from the front, the integral engine nacelles are not symmetrical one with the other, and the instructions give no clue to the correct dihedral for the outer panels, whilst the outer panel leading edge sweep back has to be estimated from the GA drawings and painting templates.

Thanks to a colleague with access to an S-43 I can reveal that there is no dihedral to the outer wing panels, with the top surface of the wing forming a straight line tip to tip. The upsweep of the under surfaces of the tips is correct. The outer wing panels should sweep back 4.5° at the leading edge.

I had assumed that all would be well using the straight flap hinge line as a datum to align the three wing centre section and outer panels, making necessary adjustments to the sockets for the scrap brass rod used as dowels.

This looked O.K., but, when I offered the flaps up to the wing there was insufficient outer panel sweep back (only 3 degrees) for correct alignment. Given that I had doweled the wings together with brass rod I opted to produce new flaps, which fitted the straight hinge line I had created. Greater accuracy may be achieved by setting the outer panel sweep at the correct figure, inserting a fillet between the centre section and the outer panels to maintain span and then filing the flap hinge line straight, but I suspect modification to the ailerons or aileron cut outs will also be required.

I used a simple jig to assist alignment of the mainplane and hull with a brass dowel adding strength to the wing pylon joint.

The horizontal stabilisers butt jointed onto the vertical stabiliser once installed on the hull with some filing and filling to achieve symmetry and a

satisfactory finish. Some fitting was also required with ailerons, elevators and rudder.

The excellent white metal mainplane and tail struts went missing during the drama with the wing, so the kit was completed with 'Contrail' strut and I readily concede that they are oversize. (Sorry Mr Dekno!)

With the main structural elements complete painting began. Halfords Plastic Primer provided the base, their Toyota Silver the main colour and Tamiya acrylics the Chrome Yellow, red and green. The black was Humbrol enamel.

Dekno suggest Clearfix or similar solution for the cockpit and hull glazing. Just to be awkward I used clear decal, which, when taut, gives a better scale appearance, thickness and clarity with larger openings. Both solutions have advantages and drawbacks. Accurately cut clear acetate is probably the best answer if you have the skill!

After the decals, the engines, cowlings, props, undercarriage and ancillaries were added. Again the lack of scale drawings made the location of the undercarriage assemblies and cute shaped exhaust pipes something of a lottery.

Colour Options.

Details and decals for seven options should cater for most tastes! They are for silver and chrome yellow JRS-1's of US Navy squadron VJ-1 in 1937, and of a 1938 US Marines squadron VMU-2; a non specular blue grey aircraft based at Pearl Harbour in 1942; a USAAC blue and yellow hack aircraft belonging to the 77th pursuit squadron in Alaska in 1937, silver, 1936, Pan American Airways or a French Aeromarine. Who could ask for more in this department?

Decals

The gloss finished decal sheet is well printed with a continuous film requiring each item to be separately and accurately cut out to give best results. When applied the decals were a little on the thick side and prone to some orange peel effect, but they adhered well and responded positively to decal softener.

Tricolours and international orange wing markings have to be fashioned by the modeller to templates provided in the instructions as described above.

Decal Rating = 7/10.

Accuracy

Reliable sources give the span at 86 feet and length as 51 feet 2 inches. The review sample worked out 18 scale inches short on span and nine short on length. Proportions look good with any real concerns likely to be resolved by the availability of accurate scale plans to the modeller. Good reference material would also resolve other detail omissions.

Conclusion and Recommendation

I was really pleased to be asked to review this kit, because it's an amphibian from the golden age.

The kit itself is by no means deficient, with the

extensive colour options a decided bonus, but the high purchase price coupled with average quality mouldings and the failure to include scale three-view drawings mean that I can only recommend it to skilled modellers, with a very healthy bank balance, who enjoy research and who MUST HAVE a 1/72nd Sikorsky S-43 in their collections.

Sincere thanks to Dekno for the review sample and to Jim Harrison who was able to provide much needed data to complete this piece on the S-43.

Simon Snape



Mil Mi-14PS 'Haze' SAR

Manufacturer: TOP GUN
Scale: 1/72nd **Status:** New Tooling
Price: £78A **Kit No.:** 028
Type: Resin & Vac-form Clear
Panel Lines: Engraved
Parts: Resin 103 Clear 13
Decal Options: N/A
Manufacturer: TOP-GUN, 81-328 Gdynia,
 Krasickiego 12/7, Poland.
 Tel: +48 48 620 88 76

The Kit

The Mi-14 is basically a Mi-8 airframe with a boat-shaped lower 'hull' for operation directly from water. Moulded in a combination of pale green and beige resin, this kit offers a wealth of fine raised and engraved surface detail for the interior and main fuselage. There are a lot of small detail parts, and for ease of finding them they have been sorted into four plastic bags covering fuselage, interior, rotors and undercarriage. Most parts need to be cleaned of flash or mould marks before use. There are two duplicate sets of clear vac-form cabin and cockpit side windows, including an alternative main cabin door, and two clear vac-form noses which provide the cockpit windshield glazings.

Instructions

The eight-page A4 instruction booklet begins with a Polish and English description of the aircraft and its uses. Inside, there is the equivalent of a sprue plan, a parts list (in Polish), two pages of colour

schemes, two pages of construction diagrams and, finally, a list of Top Gun kits. The six exploded-view diagrams clearly show the interior, main fuselage, main and tail rotor assemblies in adequate detail. There is also an insert page of colour photos of some aircraft, including some close-up detail.

Construction

The cockpit is suitably crowded with highly detailed instrument panels, controls and seats. The main cabin is equally detailed with seating, stretcher-beds and some rescue equipment but, apart from the beds, there is no indication where these bits go. Finally, there is a rescue winch in the cabin doorway.

The ceiling and floor pieces need to be reduced in thickness and the cockpit floor was also narrowed to allow the two fuselage halves to meet at the nose. After a light rubbing down of the fuselage edges to give a flush fit, the two halves match up to each other perfectly with no warps or twists. All other parts need some cleaning up before use, but it's time well spent as the subsequent fit of parts is generally very good. Extra work and some filler was needed when assembling and fitting the rear undercarriage sponsons - they are split horizontally and there are a few small gaps when they are brought together and then placed up against the fuselage sides, but nothing too difficult!

Joining the rotor blades to the head requires both the mating surfaces to be drilled and pinned

to provide adequate strength. The blades themselves have fine surface detail and are 'pre-bent' to mimic their shape when at rest.

The five forward cockpit windows have to be cut out of the vac-form nose, shaped and fitted individually - or as a 'strip', where the fragile window pillars have broken off. The two side windows are separate and bulged and all the cabin windows are vac-form including a choice of a clear main cabin door instead of the resin one.

Accuracy

The finished model reproduces the lines of the real machine very well and the scale dimensions are excellent too. The scale length and rotor diameter of 25.5cm and 29.5cm respectively compare exactly to the full size machine at 18.4m and 21.3m. The overall height at 8.5cm is a full 1cm short when compared to the full size 6.9m - but this may be improved by re-setting the rear undercarriage.

Colour Options

The instructions show five different colour options for Polish aircraft, four of them colourful 'SAR' schemes and one Russian machine.

Decals

No decals were included in this kit.

Conclusion and Recommendation

The quality of the detail is superb and the generally good fit of parts make this kit ideal for even a modeller new to resin. All you need is the patience to clean up the small parts before use. As an aircraft type overlooked by the mainstream kit manufacturers, it fills an important gap in the growing selection of Russian helicopters in the modelling market place. I therefore highly recommend this kit.

My thanks to Top Gun for the review sample.

Fred Tooke



Revell

Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.

AeroMaster

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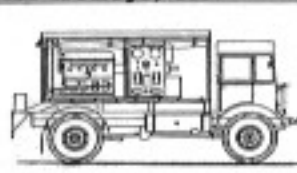
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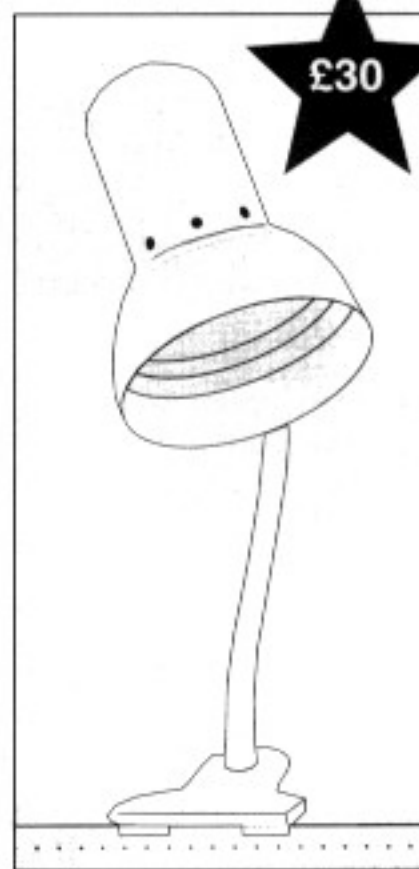
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SS117 (Revell®)

1/72nd Scale - 'Zoom' Series

Subject: Hawker Hurricane Mk II

Scale: 1/72nd Product No.: SS117

Type: Detail Set

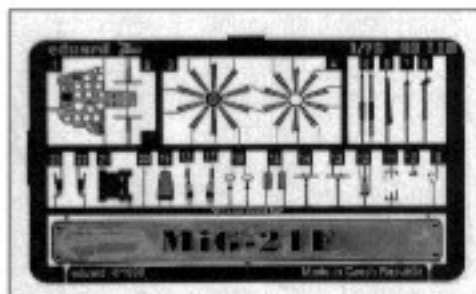
Designed for: Revell® kit

Parts: Etched Brass 24, Acetate 3

Price: £1.99

This set just offers a new interior for the Revell® kit, along with radiator matrix, aerial mast, trim tab linkage, carburettor intake guard and foot step.

Subject: MiG-21 F-13



SS118 (Bilek)

Scale: 1/72nd Product No.: SS118

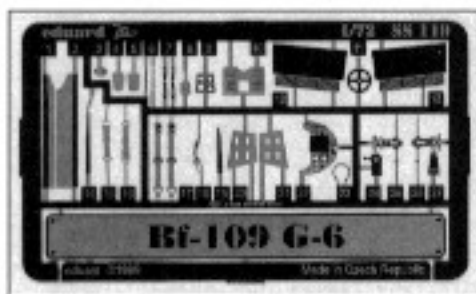
Type: Detail Set

Designed for: Bilek kit

Parts: Etched Brass 30, Acetate 1

Price: £1.99

In this set you get details for the ejection seat, a new instrument panel and rudder pedals for the cockpit area and afterburner rings and a number of antenna for the rest of the airframe.



SS119 (Italeri)

Subject: Messerschmitt Bf 109G-6

Scale: 1/72nd Product No.: SS119

Type: Detail Set

Designed for: Italeri kit

Parts: Etched Brass 31, Acetate 2

Price: £1.99

In this set you get sidewall details, seat harness, instrument panel, rudder pedals and trim wheel for the cockpit, plus radiator matrix, exhaust flame guards, wheel well inserts, DF loop, radio mast and oleo leg compression links for the exterior.

Subject: Curtiss P-40M/N Warhawk

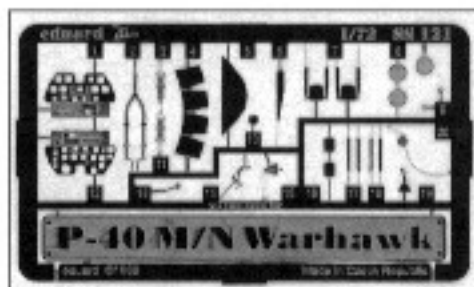
Scale: 1/72nd Product No.: SS121

Type: Detail Set

Designed for: Academy kit

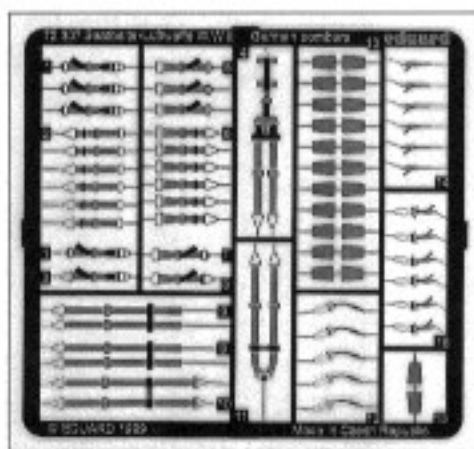
Parts: Etched Brass 28, Acetate 2

Price: £1.99



SS121 (Academy)

In this set you get various sidewall details, the N & M style of instrument panel and seat harness for the cockpit interior and the radio mast, oil cooler screens, radiator gills and undercarriage retraction linkage for the exterior.



72-307

1/72nd Scale - Standard Series

Subject: Seatbelts Luftwaffe WWII

Scale: 1/72nd Product No.: 72-307

Type: Accessory Set

Designed for: N/A

Parts: Etched Brass 68 Price: £3.99

At last Eduard have started to release large sets of seat harnesses, and this set offers a mass of types suitable for Luftwaffe bomber aircraft. The instructions clearly show which components go to make up each set and the types covered include the Ju 52, Ju 88, Do 335, Fw 189 and Do 217. Of course various other types can also be covered, but you will have to consult your reference material for these.

1/72nd Scale - 'Express Mask'

Subject: Fieseler Fi 156 Storch

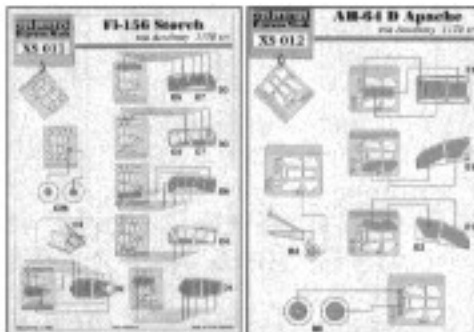
Scale: 1/72nd Product No.: XS 011

Type: Mask

Designed for: Academy kit

Price: £0.80

This set contains masks for all the elements of the canopy, along with masks for the wheels hubs on the Academy kit.



XS 011 (Academy)

XS 012 (Academy)

Subject: Hughes AH-64D Apache

Scale: 1/72nd Product No.: XS 012

Type: Mask

Designed for: Academy kit

Price: £0.80

Once again this set contains masks for all the canopy panels, along with masks for the main and tail wheel hubs.

Subject: Republic P-47D-20 Thunderbolt

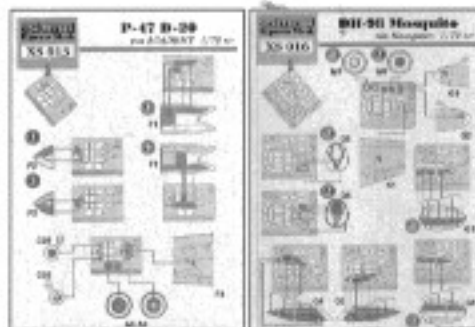
Scale: 1/72nd Product No.: XS 013

Type: Mask

Designed for: Academy kit

Price: £0.80

Masks for the canopy panels, along with the main wheel and tail wheels hubs are all included, and one for the landing light in the underside of the starboard wing.



XS 013 (Academy)

XS 016 (Hasegawa)

Subject: DH Mosquito

Scale: 1/72nd Product No.: XS 016

Type: Mask

Designed for: Hasegawa kit

Price: £0.80

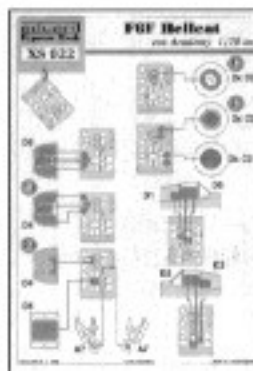
One model that can really benefit from one of these sets is the Mossie, as it has a really complicated canopy framework. This set is designed for the bomber version of the Hasegawa kit, and includes masks for all elements of the main canopy, plus the nose blister and the side windows. Both inner and outer wheel hub masks are also included, as well as a mask for the landing light.

Subject: Grumman F6F Hellcat

Scale: 1/72nd Product No.: XS 022

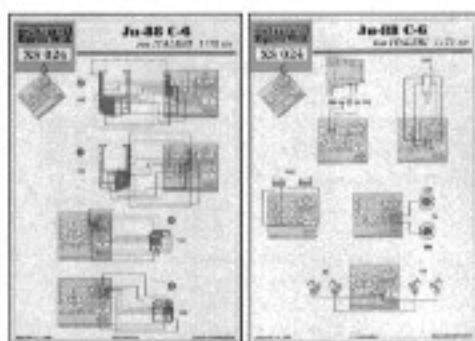
Type: Mask Designed for: Academy kit

Price: £0.55



XS 022 (Academy)

In this set you get all the masks for the canopy glazing, along with main and tail wheel hubs.



XS 024 (Italeri)

Subject: Junkers Ju 88C-6

Scale: 1/72nd Product No.: XS 024

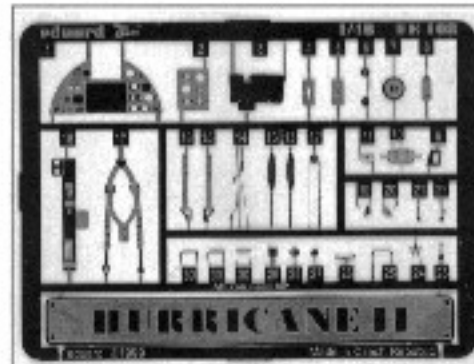
Type: Mask

Designed for: Italeri kit

Price: £1.20

This is quite an involved set, as it not only contains all the masks for the mass of panels in the main canopy, but it also has masks for the landing light, ventral gondola and main and tail wheel hubs. The latter item also offers both the hub and the 'wheel'

sections as masks, so you can spray the mudguard as well on this assembly.



FE108 (Hasegawa)

1/48th Scale - 'Zoom' Series

Subject: Hawker Hurricane Mk II

Scale: 1/48th Product No.: FE108

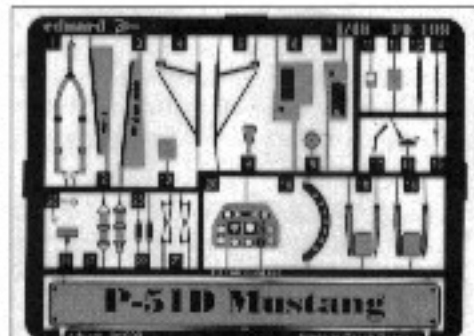
Type: Detail Set

Designed for: Hasegawa kit

Parts: Etched Brass 30, Acetate 3

Price: £2.50

Moving up a scale, this set offers new rudder pedals, sidewall details, seat harness and instrument panel for the cockpit interior, and footstep, rudder trim tab linkage, carburettor screen and aerial base plate for the exterior.



FE109 (Tamiya)

Subject: N.A. P-51D Mustang

Scale: 1/48th

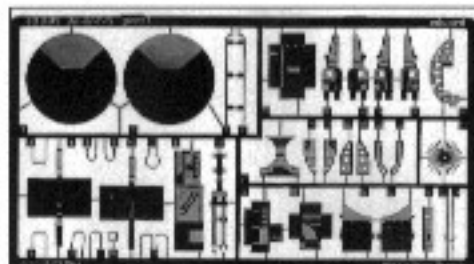
Product No.: FE109 Type: Detail Set

Designed for: Tamiya kit

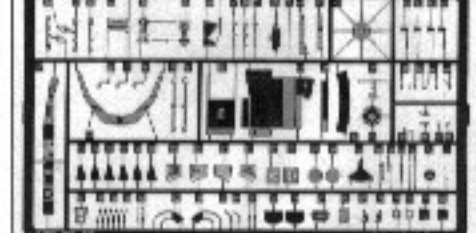
Parts: Etched Brass 31, Acetate 1

Price: £2.50

In this set you get a new instrument panel, rudder pedals, sidewall and cockpit floor details, plus a complete set of seat belts for the cockpit interior and a rearview mirror, towing bracket and oleo compression links for the exterior.



48-287 (Dragon)



48-287 (Dragon)

1/48th Scale - Standard Series

Subject: Junkers Ju 88C-6

Scale: 1/48th Product No.: 48-287

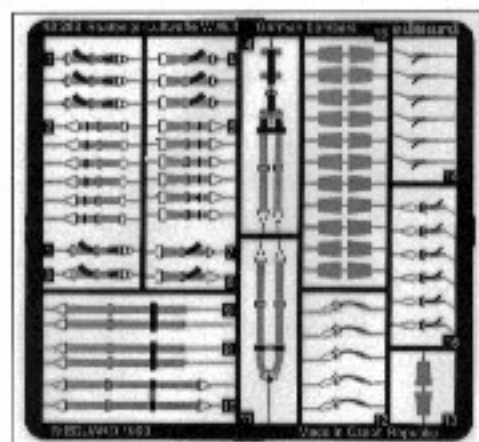
Type: Detail Set Designed for: Dragon kit

Parts: Etched Brass 132, Acetate 5

Price: £7.99

This is a rather comprehensive set that

offers new side consoles, rudder pedals, ammo boxes and ammo drums, sidewall details, seat harness, instrument panel, gun sights and armour plate for the cockpit area and engine backing plates, radiator matrix, wheel well ribs, DF loop and ventral antenna for the exterior.



48-288

Subject: Seatbelts Luftwaffe WWII, German Bombers

Scale: 1/48th **Product No.:** 48-288

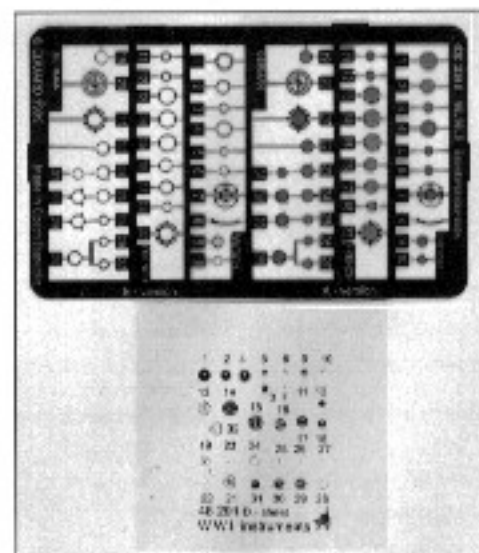
Type: Detail Set

Designed for: N/A

Parts: Etched Brass 72

Price: £4.99

This is just a scaled-up version of the 1/72nd scale set reviewed elsewhere.



48-291

Subject: WWI Instruments

Scale: 1/48th **Product No.:** 48-291

Type: Detail Set

Designed for: N/A

Parts: Etched Brass 63, Decals 31

Price: £4.99

This set includes a number of British, French and German aircraft instrument styles, that will be suitable for a large number of WWI types. Each instrument comprises an etched 'base' into which goes the decal dial, and then over the top goes the etched bezel. I am not surprised to see Eduard producing this sort of set, and was only really surprised by how long it has taken them to do it! I suspect we will start to see this type of instrument included in future 'Profi Pack' versions of the WWI kits as well.

Subject: Bell UH-1D

Scale: 1/48th **Product No.:** 48-292

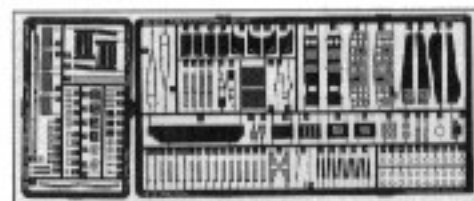
Type: Detail Set

Designed for: Italeri kit

Parts: Etched Brass 166, Acetate 2

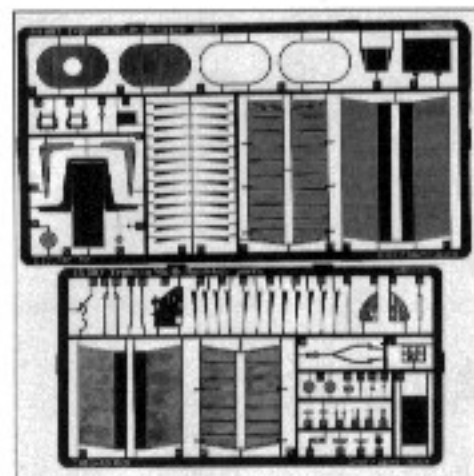
Price: £7.99

This one and a half fret set offers various sidewall and floor details for the cockpit, along with late and early versions of the instrument panel, seat harness and head



48-292 (Italeri)

armour, para-seat belts, rotor head details, exhaust heat splitter plates and a mass of small tie-downs and antenna for the airframe.



48-297 (Hasegawa)

Subject: Typhoon Mk II Bubbletop

Scale: 1/48th **Product No.:** 48-297

Type: Detail Set

Designed for: Hasegawa kit

Parts: Etched Brass 96, Acetate 3

Price: £7.99

In this set you get a new seat, rudder pedals, side panel levers etc, throttle box, instrument panels, control column chain, chin radiator matrix and cooling flap, canopy rail and oleo leg towing shackles. The set also contains a complete set of flaps.

1/48th Scale - 'Express Mask'

Subject: DH Mosquito FB Mk VI/NF Mk II

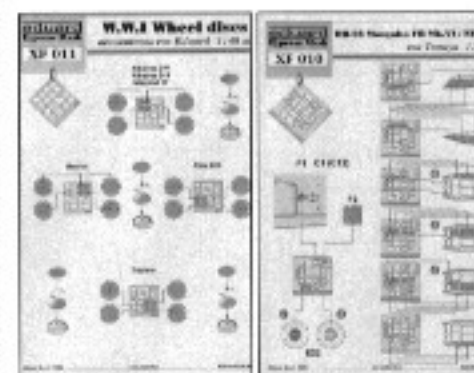
Scale: 1/48th **Product No.:** XF 010

Type: Mask

Designed for: Tamiya kit

Price: £0.80

A very useful set, for a complex canopy! This set is designed for the Fighter-Bomber and Nightfighter version of the Mossie and as well as all the canopy panel masks the set also contains masks for the wheel hubs, ventral tactical camera port and landing light.



XF 010 (Tamiya)

XF 011

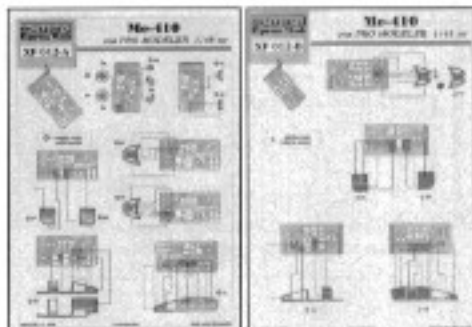
Subject: WWI Wheel Discs

Scale: 1/48th **Product No.:** XF 011

Type: Mask

Designed for: N/A **Price:** £0.80

In this set you get masks suitable for the wheel hubs of the Albatros D.V, Dr.I and Ni-17, Hanriot (HD.1 & 2), Pfalz D.III and the Sopwith Triplane. Both inner and outer face masks are included for each.



XF 012 (Revell-Monogram)

Subject: Messerschmitt Me 410

Scale: 1/48th **Product No.:** XF 012

Type: Mask **Designed for:** Revell-Monogram

Price: £0.80

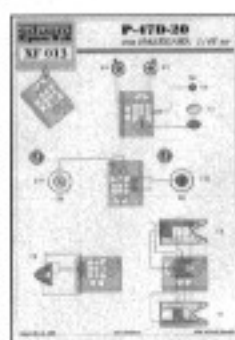
Not surprisingly, this set is made up of two sheets, as it offers masks for all those canopy panels both on the inside and out!

Subject: Republic P-47D-20 Thunderbolt

Scale: 1/48th **Product No.:** XF 013

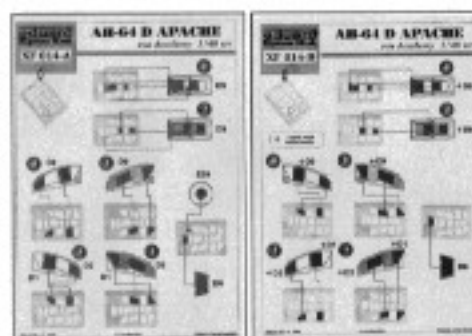
Type: Mask **Designed for:** Hasegawa

Price: £0.80



XF 013 (Hasegawa)

In this set you get masks for all the canopy panels, plus those for the hubs of both the main and tail wheels.



XF 014 (Academy)

Subject: Hughes AH-64 Apache

Scale: 1/48th **Product No.:** XF 014

Type: Mask

Designed for: Academy **Price:** £1.60

This is another two sheet set that not only offers masks for the outside of each of the canopy panels, but also the inside.

Subject: Chance-Vought F4U Birdcage Corsair

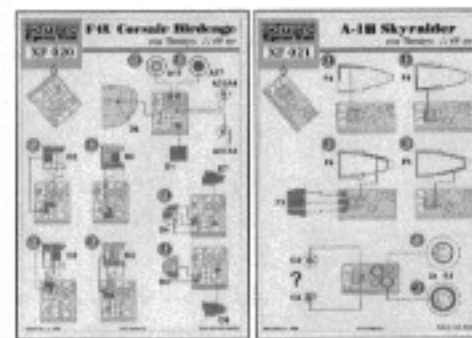
Scale: 1/48th **Product No.:** XF 020

Type: Mask

Designed for: Tamiya **Price:** £0.80

In this set you get all the usual masks for the canopy panels, as well as main and tail wheel hubs, but there is also a mask for the landing light in the port wing.

Subject: Douglas A-1H Skyraider



XF 020 (Tamiya)

XF 021 (Tamiya)

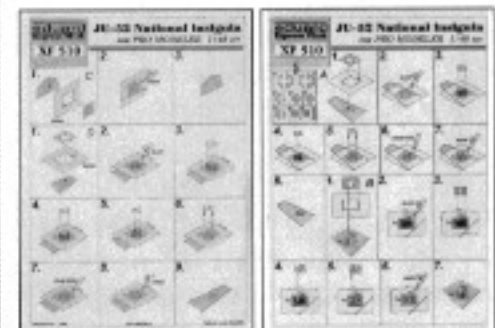
Scale: 1/48th **Product No.:** XF 021

Type: Mask

Designed for: Tamiya **Price:** £0.80

In this set you get the complete masking

panels for the canopy windscreen, along with the 'edge' masks for the main canopy (the inner element will have to be filled with a liquid masking fluid or tape), two styles of tail wheel hub masks and both inner (spray wheel/mask hub) or outer (spray hub/mask wheel) masks for the main wheels.



XF 510

Subject: Junkers Ju 52

Scale: 1/48th **Product No.:** XF 510

Type: National Insignia Mask

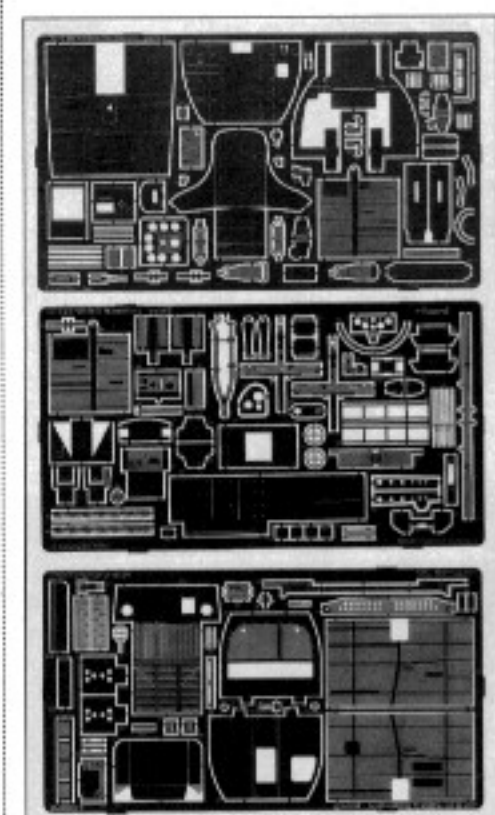
Designed for: Revell-Monogram

Price: £2.50

I must admit that when the 'Express Mask' series was launched by Eduard, this is the type of masking I hoped they would cover. This set offers masks for the national insignia applied to the Ju 52 and it is designed for the Revell-Monogram kit. Multiple applications of both masks and colours (black and white) will be required, but the end results will be extremely authentic.

Lets hope that Eduard do the same from RAF roundels, US Stars'n'Bars and Hinomarus. The potential is endless, and then they can start doing standard RAF code letters etc!

1/32nd Scale - Standard Series



32-040 (Revell® or Matchbox)

Subject: Douglas SBD-5 Dauntless

Scale: 1/32nd **Product No.:** 32-040

Type: Detail Set

Designed for: Revell® or Matchbox kits

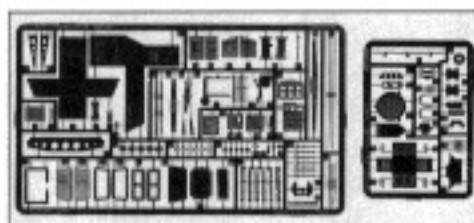
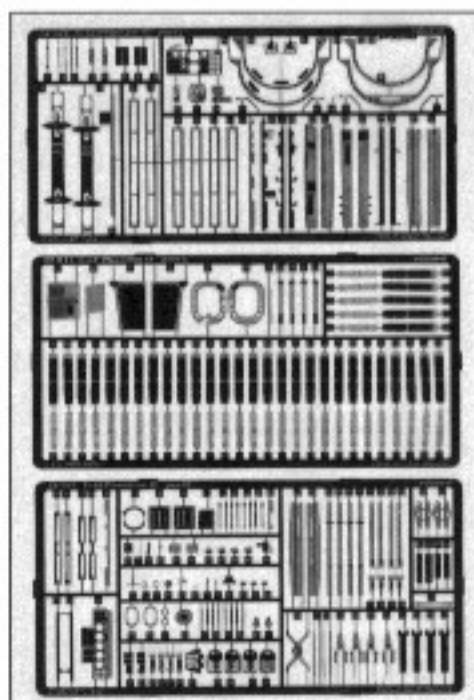
Parts: Etched Brass 161, Acetate 5 **Price:** £7.99

This is one of the first three sheet sets I have come across from Eduard, and the scale and limited detail offered in the base kit is probably the reason for it. You get a completely new interior, with sidewalls, bulkheads, seat and harness and instrument panel, as well as a completely updated rear gun turret.

Subject: McDD F-4J Phantom II
Scale: 1/32nd **Product No.:** 32-041
Type: Detail Set
Designed for: Tamiya kit
Parts: Etched Brass 240, Acetate 5
Price: £7.99

After my comments on the last set, yes you guessed it, this is another three fret pack! The set comprises ejection seat harnesses, side console details, instrument panels and rudder pedals for the cockpit interior, plus details for the parachute bay, nose wheel well, main oleo legs, weapons pylons, AIM-9L pylons and AIM-7E AAM bays. The set also includes a mass of 'feathers' for the afterburner nozzle, all the formation light strips and the crew access ladder.

32-041 (Tamiya)



Subject: Sud Aviation Alouette II
Scale: 1/32nd **Product No.:** 32-043
Type: Detail Set
Designed for: Revell kit
Parts: Etched Brass 108, Acetate 4
Price: £7.99

In this final set you get new crew and passenger seat harnesses, instrument panel, throttle levers and overhead instrument panel for the cockpit area, as well as windscreen wipers, various tie-down eyelets, fuel cells, radio equipment and

tailboom fillets, plus screens and FOD guard for the engine.

Conclusion

As always, each of the etched sets is up to the highest standards, and I note recently that Eduard have improved on their already good products by offering better clarity to each part, as well as a finer fret and attachment points. The Express Mask series is very welcome, and they are a real bonus to all of you (myself included) who just can't mask and paint canopies! Lets hope that more national insignia and codes will follow in this range as well.

Our thanks to LSA Models (Incorporating Four Plus UK) for the review samples.

LF Models

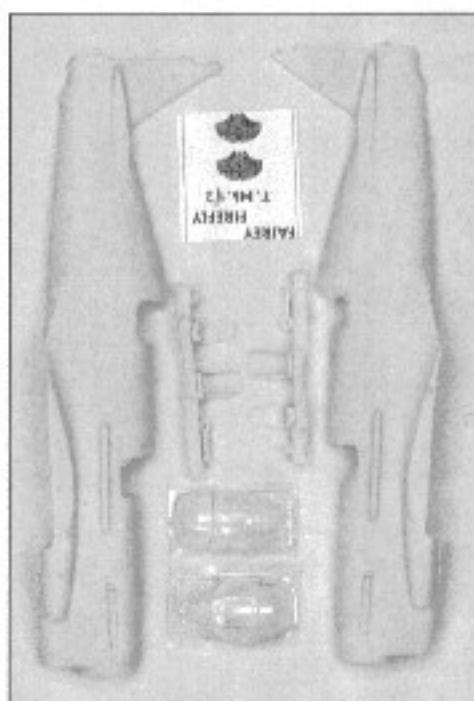
1/72nd Scale

Subject: Fairey Firefly T Mk 1/2
Scale: 1/72nd **Product No.:** 7216
Type: Conversion
Designed for: SMER or Novo kits
Parts: Resin 10, Vac-formed Clear 2
Price: £TBA

As you would expect with this conversion it consists of a completely new resin fuselage, plus a vac-formed rear canopy (with spare). The set also offers two sets of seats and control columns for the cockpit and two paper instrument panels. The instructions show four possible colour schemes for the completed model, but no decals are included.

Conclusion

The resin casting is not bad, but there are air bubbles present and a little flash. The panel lines are very faint, but as the original kit is very basic to start with, I think that



The components of 7216

this set offers the basis of a sound, albeit intensive, conversion.

Our thanks to LF Models for the review sample.

PJ Productions

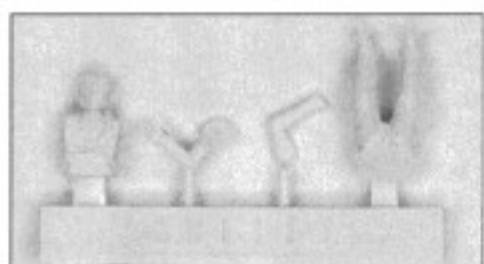
1/72nd Scale

Subject: Two Pilot Figures
Scale: 1/72nd **Product No.:** 721109
Type: Figure **Designed for:** Any F-104, F-4 etc
Parts: Resin 8 **Price:** £22.00

This set offers two seated pilot figures that will be suitable for a number of 1950s and 1960s American fighter aircraft. These figures are not identical, as one is depicted with his oxygen



721109



481111 before ...

mask on, while the other has it removed and is looking to the right. This does of course mean they could both be used in a two seater like the T-33 or TF-104 without looking odd and it is a nice touch by PJ to think of this.

1/48th Scale

Subject: US Navy Gunner WWII
Scale: 1/48th **Product No.:** 481111
Type: Figure
Designed for: N/A
Parts: Resin 4 **Price:** £2.50

This set offers a suitably posed USN gunner of the WWII period, and it will be ideally suited for such types as the TBF/TBM Avenger.

Conclusion

Each figure is very well cast, with excellent facial features and the minimum of flash. Careful painting will make these figures really look good, and they can be recommended to all.

Our thanks to PJ Productions for the review samples.



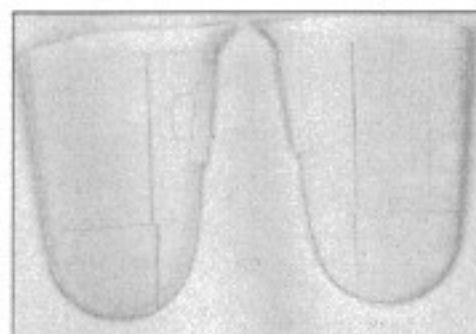
... and after painting

Arba Products

1/48th Scale

Subject: Hawker Typhoon
Scale: 1/48th **Product No.:** N/A
Type: Conversion (Tempest Tailplanes)
Designed for: Hasegawa
Parts: Resin 2
Price: £TBA

Many of you will be aware that some Typhoons were fitted with the larger tailplanes more associated with the Tempest, while some early Tempests had the smaller Typhoon tailplanes! Confusing isn't it? Well, what Arba have done here is cast the Tempest style of tailplane as direct replacements for those in the Hasegawa Typhoon kit. Careful study of photos of the model you are building will tell if these larger tailplanes are fitted, as the leading



Tempest tailplanes

edge fillet will be over the transit joint in the rear fuselage (if the smaller ones are fitted the fillet can be easily seen behind the joint).

Conclusion

A simple and effective little 'add-on' that I am sure many modellers will need to use.

Our thanks to Arba Products for the review sample.

Matador Models

1/72nd Scale

Subject: Opel Blitz Hydrogen Peroxide Tanker
Scale: 1/72nd **Product No.:** AA72.13
Type: Accessory
Designed for: N/A
Parts: Resin 8, White Metal 34
Price: £TBA

This is the latest addition to the Airfield Accessories range of vehicle kits that Matador now produce. The rolling chassis is made up entirely with white metal, while the

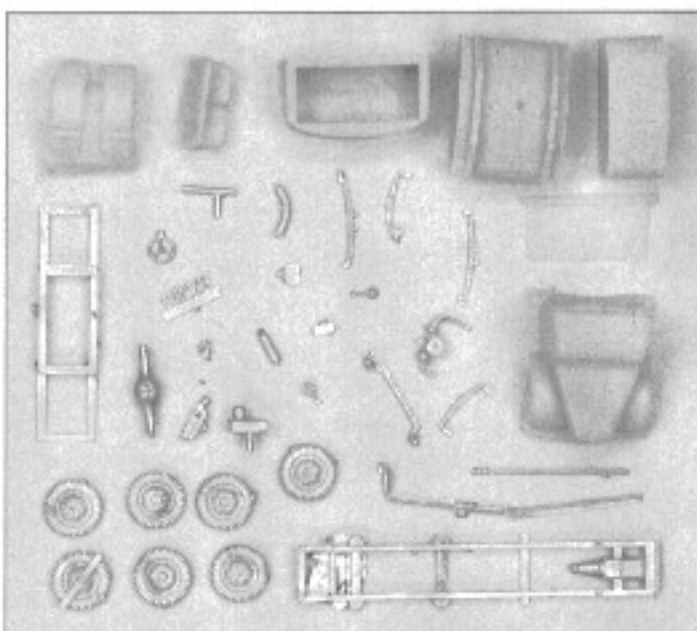
cab and tanker body is in resin. The rear compartment of the tank is open and the door for this is supplied in resin as well. This part is so thin and fine that it has curled while curing, and I suspect many of you will replace it with plasticard. The set also includes clear instructions with an exploded diagram for the assembly of the kit.

Conclusion

The Kfz 405 tanker was used during the later stages of WWII, and as well as carrying fuel for the V2s it was also sometimes used for carrying Methanol-Water (MW50) for such

types as the Ta 152, so there are endless possibilities for its potential use. The quality of the white metal parts is extremely good, with little flash evident. The resin pieces too are very good, and although there were a few air bubbles present, they were all on the undersides of components and therefore will not be visible once the model is completed.

Our thanks to Matador Models for the review sample.



AA72.13

CMK

1/48th Scale

Subject: Fw 190F-8/A-8

Scale: 1/48th **Product No.:** 4033

Type: Engine Set

Designed for: Tamiya kit

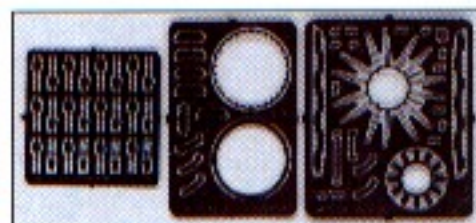
Parts: Resin 69, Etched Brass 57

Price: £15.60

This is one of those upgrades that is obviously only intended for the very experienced modeller, as the set offers a complete replacement front end, with engine, for any of the Tamiya Fw 190A-8/F-8 kits. The bulk of the parts are resin, with the entire engine, along with its mounting ring and all the cowlings supplied in this material. Most of the smaller parts are etched brass, and these include a large



4033



The etched brass frets from 4033

number of retaining clips for the cowls. This is an amazing set, and if you can cope with all it offers, you will not be disappointed by the end result.

Subject: Focke Wulf Fw 190A/F/G

Scale: 1/48th **Product No.:** 4034

Type: Armament Set

Designed for: Tamiya kit

Parts: Resin 17 **Price:** £6.50

This is a simple little set that will allow you to expose the outer machine gun bays in the Fw 190A/F or G series airframes. Both MK 108 and MG 151 bays are included, and the set also contains open pneumatic



The resin components of 4033



The contents of 4034

charging points on the fuselage.

Subject: De Havilland Mosquito FB Mk VI

Scale: 1/48th **Product No.:** 4036

Type: Interior Upgrade

Designed for: Tamiya kit

Parts: Resin 19, Etched Brass 13, Vac-formed Clear 1

Price: £9.95

Not surprising to see upgrades for the lovely new Tamiya Mossie kit. This one offers a complete upgrade for the FB Mk VI only, which is good, as the NF Mk II also available in the kit would be quite different. All of the kit's interior is replaced with new resin components and you will have to grind all the raised details off the insides of each half of the



4036

nose before you overlay the new resin sidewalls. A vac-formed replacement canopy is also included, with all the framework in the right place. It is only let down by the moulding of the windscreen wiper on the front, as this item is also included as a etched piece. The set does include a nice Very pistol as well, which is a nice touch, and the instrument panel is made up of resin, with etched brass overlays and acetate backing film.



All the components in set 4036

Conclusion

All these sets are to the highest standards, and will add a huge amount of detail to the intended model and they can be highly recommended to more experienced modellers.

Our thanks to Hannants for the review samples.

Delta Bits

1/72nd Scale

Subject: Gloster Gladiator

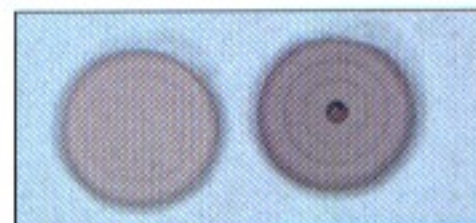
Scale: 1/72nd **Product No.:** DB5017

Type: Replacement Wheels

Designed for: Airfix or Matchbox kits

Parts: Resin 2 **Price:** £0.99

This is just a simple set of smooth tread main wheels for any Gladiator kit, and they are slightly flattened for a more realistic look.



DB5017

Subject: H.P. Halifax

Scale: 1/72nd **Product No.:** DB5038

Type: Replacement Wheels

Designed for: Airfix or Matchbox kits

Parts: Resin 3 **Price:** £3.75

This set offers 'weighted' main wheels for any Halifax kit, along with a replacement tailwheel and yoke assembly.



DB5038



DB5078

Subject: Avro Lancaster

Scale: 1/72nd **Product No.:** DB5051

Type: Replacement Wheels

Designed for: Airfix, Matchbox or Revell kits

Parts: Resin 3 **Price:** £3.75

This is another set of replacement 'weighted' main wheels, and it also contains a replacement tailwheel and yoke assembly.



DB5051

Subject: A-20 Six-Gun Nose

Scale: 1/72nd **Product No.:** DB5078

Type: Conversion

Designed for: Matchbox or Revell kits

Parts: Resin 3 **Price:** £3.95

This set will allow you to convert either A-20 kit into the six-gun configuration, and will also allow you to convert the Revell® Boston into a gun-nose version.

Conclusion

These are simple yet effective products that are cast for Delta by MDC, so their quality is assured. Our thanks to Delta Aviation Publishing for the review samples.

Magna Models

1/72nd Scale

Subject: Avro Lancastrian

Scale: 1/72nd **Product No.:** 6272

Type: Conversion

Designed for: Airfix kit

Parts: Resin 19, White Metal 13, Vac-formed Clear 8

Decal Options: See Text

Price: £15.99

For many years the only option too make a Lancastrian was the M&E set, but that has not been around for a while now, so this latest set from Magna is going to please many. The set is designed around the Airfix Lancaster kit and it consists of a new resin



The two decal sheet from 6272

nose and tail, plus an upper decking insert, astrodome blanking plate, propeller spinners, exhaust stacks and the (Lincoln) extended rudders fitted to some machines. The set also contains all the propeller blades and the DF loop in white metal. To complete the conversion there are two vac-formed canopies, plus large and small styles of

astrodome. The instructions point out all the various canopy/astrodome combinations, and additional research by the modeller will also be advisable.

The set also comes with two decal sheets that offer a number of potential combinations, and the instruction sheet gives details on eleven of them. Not all of these combinations will be possible from the decals included in the set, but quite a few will and any decals you are missing may well be obtainable elsewhere.

Conclusion

A very good conversion from Magna, and one I am sure will prove popular.

Our thanks to Magna Models for the review samples.



The components of 6272

Aires

1/72nd Scale

Subject: Messerschmitt Me 210A-1

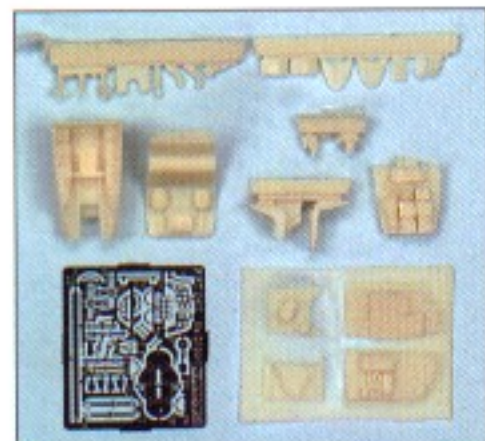
Scale: 1/72nd **Product No.:** 7042

Type: Detail Set

Designed for: Italeri kit

Parts: Resin 16, Etched Brass 28

Price: £5.75



7042

This is an amazing set to totally upgrade the interior of the Italeri kit. Although there are twenty-three resin parts, only sixteen are used. The entire interior is replaced in the kit, with new seats and seat belts, instrument panels (with acetate backing film), bulkheads, rudder pedals, control column, radio equipment and even the armoured glass.



4065



The components from 4065

1/48th Scale

Subject: BMW 801 Engine

Scale: 1/48th **Product No.:** 4065

Type: Accessory

Designed for: N/A

Parts: Resin 67, Etched Brass 32

Price: £8.75

This is a little gem of an engine, which is suitable for the Fw 190A/G, Junkers Ju 88 and Dornier Do 217, to name but a few. The main bulk of the engine is made up of resin, while details like the ignition harness, cowl ring and cooling fan blades are all supplied in etched brass.

Subject: Chance-Vought F4U-1 Corsair

Scale: 1/48th **Product No.:** 4070

Type: Detail Set

Designed for: Tamiya kit

Parts: Resin 113, Etched Brass 116, Acetate 3

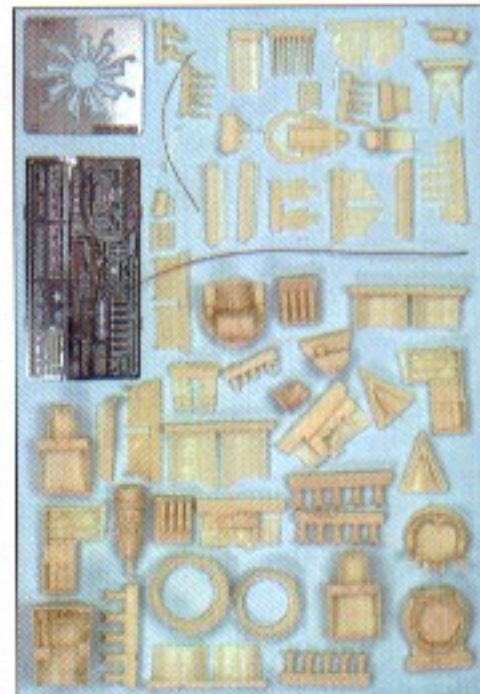
Price: £22.25

This set is one of the very 'involved' ones from Aires, and the level and extent of the detailing is reflected in the number of components and price. Basically what you

are getting here is a total upgrade for the Tamiya kit, as well as a new engine. The wheel wells and cockpit interior are both replaced with a mix of resin and etched parts, and then the



4070



The mass of parts offered in 4070

set offers completely new engine, and wing machine gun bays. Not content with doing all this, the set also offers extra details in the form of grab handles, tailwheel doors and control surface linkage in etched brass. The only problem with this is its complexity, and the fact that some of the etched parts are less than 1mm square! You will need good eyesight and a steady hand to incorporate this set into the Tamiya kit, but the end result will be pretty impressive.

Subject: Republic F-84G Thunderjet

Scale: 1/48th **Product No.:** 4071

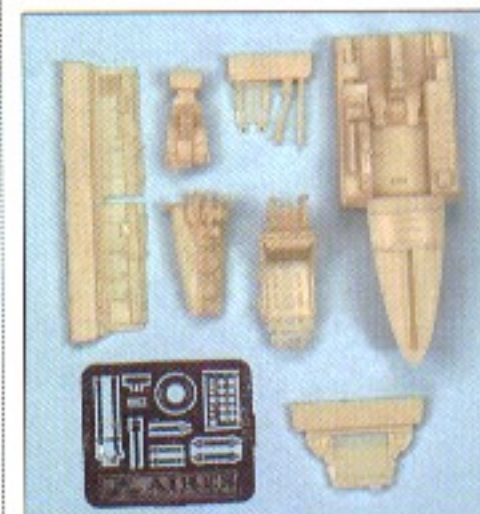
Type: Cockpit Upgrade

Designed for: Tamiya kit

Parts: Resin 10 Etched Brass 11, Acetate 1

Price: £5.75

This is a complete cockpit upgrade set for the Tamiya kit, consisting of a new 'tub' into which goes the ejection seat (with etched harness), instrument panel (with acetate



4071

backing film and etched overlay), control column, sidewalls and gunsight. The set also includes the sliding upper decking under the canopy, the access portal in the sliding canopy and the rearview mirror.

Subject: Messerschmitt Me 410

Scale: 1/48th **Product No.:** 4076

Type: Undercarriage Bays

Designed for: Revell-Monogram kit

Parts: Resin 11 **Price:** £5.75

This set offers new, and highly detailed undercarriage bays for the Revell-Monogram kit. It also includes fully detailed, replacement undercarriage doors.



4076



The replacement wheel wells offered in 4076

Subject: Republic P-47D Thunderbolt

Scale: 1/48th **Product No.:** 4077

Type: Undercarriage Bays

Designed for: Hasegawa kit

Parts: Resin 8 **Price:** £3.50

This is another set of replacement and fully detailed wheel wells. It also contains replacement undercarriage doors as well.



4077

Subject: Junkers Ju 52/3m

Scale: 1/48th **Product No.:** 4078

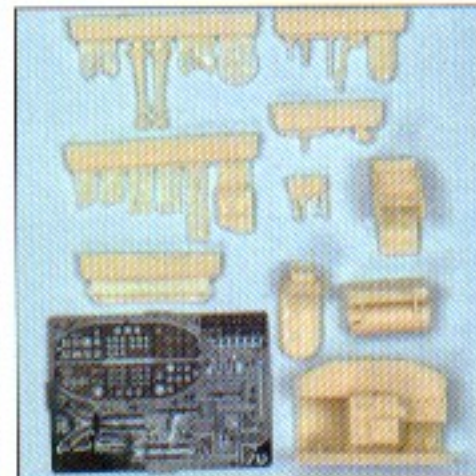
Type: Cockpit Upgrade

Designed for: Revell-Monogram kit

Parts: Resin 27, Etched Brass 43, Acetate 2

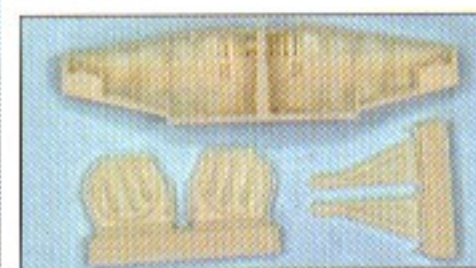
Price: £TBA

This cockpit update set offers replacement seats (with etched harness), control



4078

columns and sidewall details, along with the entire instrument panel area as a new resin part. There are two types of etched brass instrument panel with acetate backing film and the set even includes the curtains in the canopy, which are supplied as resin components.



4079

Subject: N.A. P-51B/D Mustang

Scale: 1/48th **Product No.:** 4079

Type: Undercarriage Bays

Designed for: Hasegawa kit

Parts: Resin **Price:** £TBA

This final set offers a complete set of wheel wells and replacement undercarriage doors for any of the P-51B to D series. The instructions state that this set is for the Hasegawa kit, but they have not produced the early series machines in 1/48th scale. It may well be that this set fits the old Monogram P-51B or the newer Accurate Miniatures B/C kits, but we cannot guarantee this.

Conclusion

It never ceases to amaze me that Aires can produce such high quality products at such reasonable prices. All of the sets review here can be highly recommended to all.

Our thanks to Aires Hobby Model for the review samples.

Neomega

1/48th Scale

Subject: Sepecat Jaguar GR.1

Scale: 1/48th **Product No.:** C29

Type: Cockpit Upgrade

Designed for: Airfix kit

Parts: Resin 9 **Price:** £10.50

This is another example of Neomegas highly detailed cockpit update sets, and the extent of the detail and the quality of the casting has to be seen to be fully appreciated. The set consists of an ejection seat, sidewalls, cockpit 'tub', instrument panel, upper coaming, rear bulkhead, control column and rudder pedals.

Conclusion

Once again Neomega have released an



C29

excellent upgrade, which we can highly recommend to all. It is just a shame that Airfix deleted the kit!

Our thanks to Parade Figures for the review sample.

MisterKit

1/72nd Scale

Subject: Macchi C.202 'Folgore'

Scale: 1/72nd **Product No.:** PMK 72-03

Type: Conversion/Correction Set

Designed for: Hasegawa kit

Parts: Injection Moulded Plastic 2, Resin 15, Etched Brass 19

Price: £TBA

This set corrects and updates the Hasegawa kit. The two injected parts are new fuselage halves that correct some of the small shape and outline errors in the Hasegawa model. The resin and etched brass components that make up the rest of the set are details for the cockpit interior and the wheel wells. If that was not enough it also contains a complete set of

separate control surfaces for the tail and 'weighted' main wheels.

Subject: Macchi C.205 'Veltro'

Scale: 1/72nd **Product No.:** PMK 72-04

Type: Conversion

Designed for: Hasegawa kit

Parts: Injection Moulded Plastic 2, Resin 27, Etched Brass 19

Price: £TBA

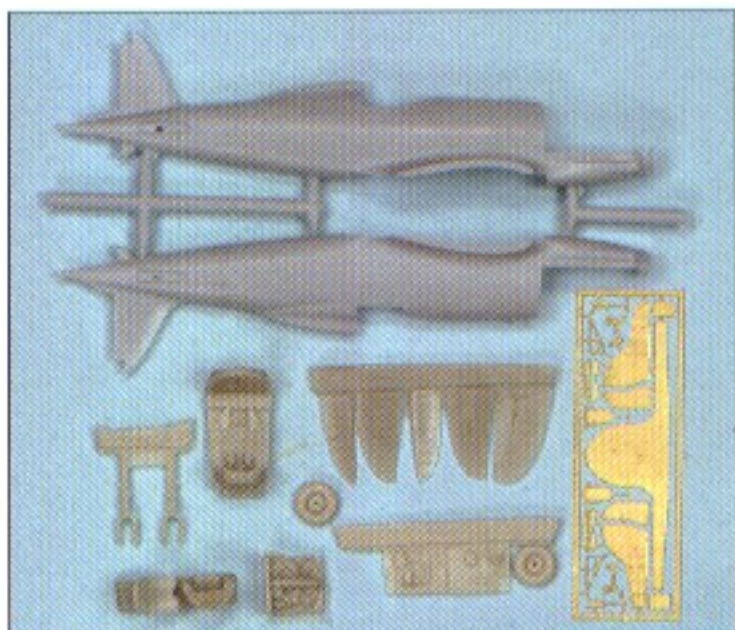
This set allows you to make a C.205 from the Hasegawa C.202 kit. The injected parts are the new fuselage halves, to which are added a completely new resin and etched brass cockpit interior. The nose is made up of kit parts and a new resin upper cowl, with the kits propeller and a new resin spinner. The wheel wells within the kit wings are also updated, with the complex central area with its mass of pipework

offered as a resin part. New resin oleo legs and 'weighted' main wheels are also included, and this area is completed with etched undercarriage doors.

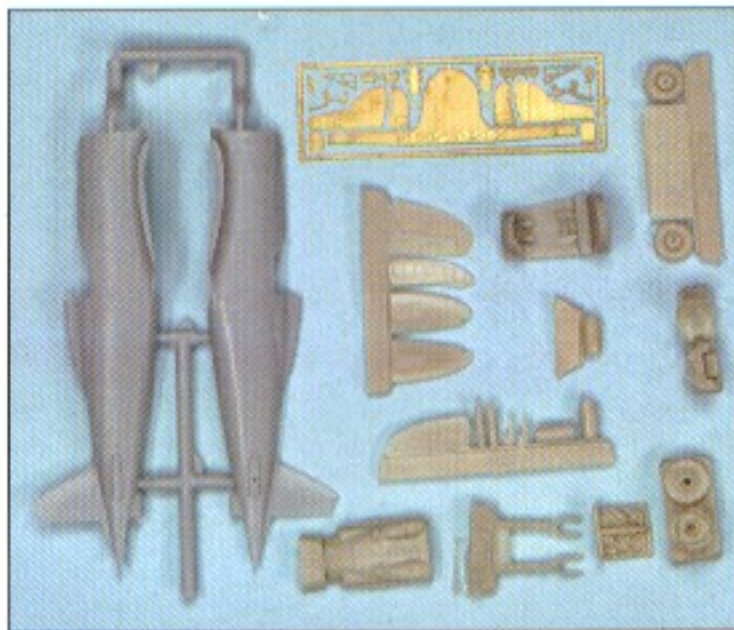
Conclusion

The real thing that makes these sets stand out from the rest is their quality and presentation. Each set is packed in a box, with full-colour artwork and the resin, injected and brass components inside are to the highest quality. Decals for the C.205 will be no problem, as MisterKit have already done some of these previously. If you are an Italian Air Force fan, or you just like the C.202/205 series (and who does not!), these sets are ones you will want to have.

Our thanks to MisterKit for the review samples



PMK 72-03 (C.202)



PMK 72-04 (C.205)

ROTORcraft

1/72nd Scale

Subject: Westland Wessex HAS Mk 3

Scale: 1/72nd **Product No.:** 72/02

Type: Conversion

Designed for: Revell kit

Parts: Resin 4 **Price:** £TBA

This set is designed for use with the Revell® HAS Mk 3 kit (No. 04439) and it offers a replacement (and corrected) nose with the parrot's beak intake cowl, accurate radome, under fuselage insert and the cabin door refuelling point.

Subject: Westland Wessex HU Mk 5

Scale: 1/72nd **Product No.:** 72/03

Type: Conversion

Designed for: Italeri kit

Parts: Resin 3 **Price:** £TBA

This set is designed for use with the Italeri HU Mk 5 kit (No. 082). It includes a two-part replacement nose with sand guard



72/02 Westland Wessex HAS Mk 3

and a replacement under-fuselage insert.

Subject: Westland Wessex Prototype

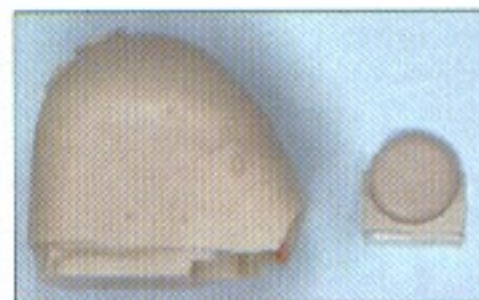
Scale: 1/72nd **Product No.:** 72/04

Type: Conversion

Designed for: Italeri kit

Parts: Resin 2 **Price:** £TBA

This conversion has been designed for use with the Italeri Sikorsky H-34G kit (No.066). It comprises a new nose with the camshell



72/04 Westland Wessex Prototype

doors and a separate cover for the protruding forward part of the Napier Gazelle engine. All the modeller will be required to add are the exhaust pipes made from suitable diameter K&S tubing.

1/48th Scale

Subject: Westland Wessex Prototype

Scale: 1/48th **Product No.:** 48.01

Type: Conversion

Designed for: Revell® kit

Parts: Resin 2 **Price:** £TBA

This is just a scaled-up version of the 1/72nd scale set, and it is designed for use with the Revell® Sikorsky H-34G kit (No. 4467). Once again the conversion consists of a new nose with the camshell doors, and a separate cover for the Napier Gazelle engine.

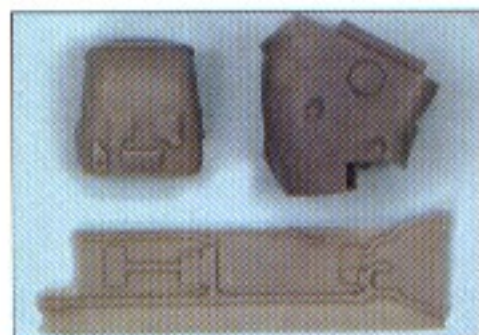


48.01 Westland Wessex Prototype

Conclusion

Each of these sets offer simple corrections or conversions to the base kits, and they can be recommended to all helicopter fans.

Our thanks to Rotorcraft for the review samples.



72/03 Westland Wessex HU Mk 5

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RTU24	Tupolev Tu-154 Medium-range Tri-jet Airliner	1:200	£12.99
RTU22	Tupolev 334 Short-range Airliner	1:144	£14.99
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Cutting Edge Modelworks

1/48th Scale

Subject: Ju 88G-6/ FuG 240 'Berlin' Nose

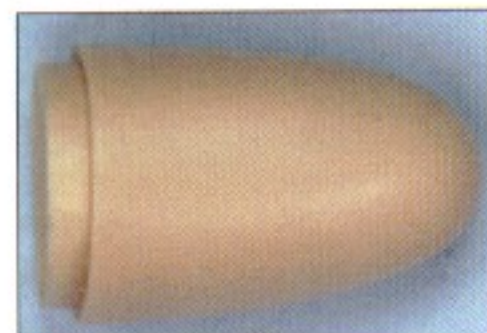
Scale: 1/48th **Product No.:** CEC4841

Type: Conversion

Designed for: Dragon kit

Parts: Resin 1 **Price:** £TBA

This set offers the bulbous FuG 240 radome seen fitted to a small number of Ju 88s at the end of the war. Only a small number of these were ever built, so your potential options are somewhat limited, but there were a few examples captured and I can think of at least one that is well documented photographically.



EC4841



CEC48133 (Hobbycraft)

Subject: Grumman F8F Bearcat

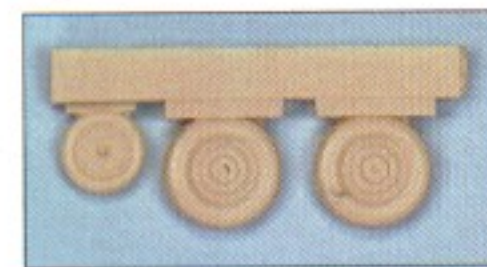
Scale: 1/48th **Product No.:** CEC48133

Type: Corrected Propeller

Designed for: Hobbycraft kit

Parts: Resin 5 **Price:** £TBA

This is a corrected propeller designed to fit the Hobbycraft range of F8F Bearcat kits, and is offered as a direct replacement for the kit part.



CEC48137 (AMT/Ertl)

Subject: Grumman F7F-2/3 Tigercat

Scale: 1/48th **Product No.:** CEC48137

Type: Bulged Wheels

Designed for: AMT/Ertl kits

Parts: Resin 2 **Price:** £

These wheels not only offer the 'weighted' style many of you require, but they also replace those horrible rubber ones in the AMT/Ertl kits.



CEC48139 (Tamiya)

Subject: DH Mosquito B Mk IV/PR Mk IV

Scale: 1/48th **Product No.:** CEC48139

Type: Cockpit Upgrade

Designed for: Tamiya kits

Parts: Resin 18, Acetate 1 **Price:** £

This upgrade not only adds detail to the Tamiya kits, but, because of the amount of extra detail required in the nose, the manufacturer has actually cast each of the nose halves with all the new details as replacements for the kit parts. That said, because of the depth required in these parts, the split is not identical to the kit parts and you will therefore have to cut the rear fuselage halves at a set point to install these new pieces. The remainder of the parts offered in the set include the floor, rear bulkhead, radio equipment (including Gee transmitter) and the option to either have the engraved detail on the resin instrument panel, or to drill out each dial and then sandwich an acetate film between the resin layers.



CEC48140 (Hobbycraft)

Subject: Grumman F8F-1/2 Bearcat

Scale: 1/48th **Product No.:** CEC48140

Type: Wing Folds

Designed for: Hobbycraft kits

Parts: Resin 14 **Price:** £

This set will allow you to depict a Hobbycraft F8F kit with the wing tips folded. The set comprises the usual insert for the end of the wing once you have sawn the tip off, but it also includes each outer tip completely in resin. This does mean that you do not have to worry about how you cut the tips off, and also you already have all the detail moulded into the new resin pieces.



CEC48141

Subject: Curtiss P-40/P-36

Scale: 1/48th **Product No.:** CEC48141

Type: Pilot's Seat & Mount

Designed for: Any P-36/P-40 kit

Parts: Resin 2 **Price:** £

This set offers one complete seat, with



CEC48143

moulded harness, that is suitable for most of the P-36 and P-40 series. There is also a resin tubular seat support frame included, although this has a lot of flash evident and may prove to be difficult to clean up intact.

Subject: Focke Wulf Fw 190A/D

Scale: 1/48th **Product No.:** CEC48143

Type: Pilot's Seat

Designed for: Any Fw 190A/D kit

Parts: Resin 2 **Price:** £

This is another set that offers a couple of fully detailed (including harness) seats. These ones for the Fw 190 series include the straps and cushion and will be a vast improvement on those offered in most kits

Subject: Martin Baker Mk 2 Ejection Seat

Scale: 1/48th **Product No.:** CEC48144

Type: Accessory

Designed for: N/A

Parts: Resin 1 **Price:** £

This set offers a Mk 2 seat, which is applicable to the Attacker, Canberra, CF-100, Hunter (some), Javelin, Meteor, Swift, Venom and Wyvern. The seat includes all the harness etc and the modeller is advised to check their references in regard to which sub-type was fitted, as there are differences within the Mk 2 range.



CEC48144

Subject: Martin Baker Mk 4 Ejection Seat

Scale: 1/48th **Product No.:** CEC48145

Type: Accessory

Designed for: N/A

Parts: Resin 1 **Price:** £

This Mk 4 series seat is applicable to the Alpha Jet (not Luftwaffe), Buccaneer, Canberra, MB.326, G.91, Hunter, Jet Provost, Lightning, Mirage V, Scimitar, Sea Venom and Sea Vixen. Once again it has all the harness

moulded on and the modeller must research the specific type before installing the seat, as there are sub-versions of the Mk 4 that differ from the seat offered here.



CEC48145

AccessoryNewsAccessoryNewsAccessoryNewsAccessoryNewsAccessoryNews

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

Matador Models

1/72nd Scale

AA72.24 - Albion AM 463 RAF 4x2 2 Ton crane truck with Coles Mk I crane [r/wm]

Sample via: Matador

Models

Invicta Models

1/48th Scale

F-111F AVQ26 Pave Tac Pod [£6.50] [r]

Sample via: Invicta Model Accessories

PART

1/72nd Scale

S72-093 - F-15A/C (Academy or Esci) [eb]

S72-098 - F-15E Strike Eagle (Academy or Esci) [eb]

S72-099 - H-21 Shawnee (Italeri) [eb]

S72-100 - P-51B Mustang (Academy) [eb]

S72-101 - Ju 87B-2/R2 (Italeri) [eb]

S72-105 - Ju 87D-5 (Italeri) [eb]

1/48th Scale

S48-058 - Ju 87B-2 (Hasegawa) [eb]

S48-059 - Ju 87D-5 (Hasegawa) [eb]

Samples via: Jadar-Model s.c.

Red Roo Models

1/72nd Scale

RRM72102 - RAAF WWII Harness & Accessories [eb]

RRR72102 - Spitfire Mk Vc Tropical Filter [r]

RRR72103 - Spitfire Mk Vc Cannon Bulges [r]

RRR72104 - Spitfire Mk Vc Oil Cooler [r]

1/48th Scale

RRM48001 - RAAF WWII Harness & Accessories [eb]

RRM48113 - McD D TA-4G

Skyhawk Conversion

(Monogram - OA-4M) [r]

RRR48117 - Brewster

Buffalo (RAF/RAAF) Mk I conversion (Tamiya) [r/wm/vf]

RRR48118 - AGM-84A

Harpoon Missile [r/im]

RRR48119 - P-40 Kittyhawk

'Fishtail' Exhausts [r]

N/K - Brewster Buffalo

F2A-3/Model 339

Conversion (Tamiya)

[Aus\$6.85] [r]

Samples via: Red Roo Models

Pavia Models

1/72nd Scale

S7207 - KK-1 Ejection Seat for MiG-15, MiG-17 & L-29 [£1.50] [r]

S7208 - K-36M Ejection Seat for MiG-29, Su-27 etc [£1.50] [r]

S7209 - SJU-7 Ejection Seat for A-7E & AV-8 Harrier [£1.50] [r]



CEC48146

Subject: Republic P-47N

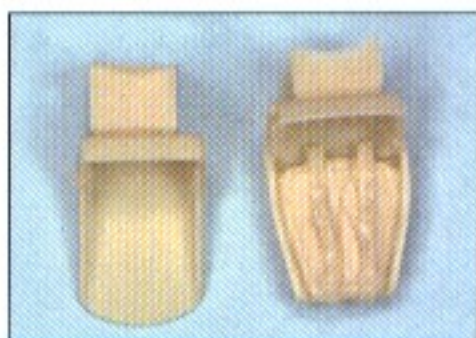
Scale: 1/48th **Product No.:** CEC48146

Type: Pilot's Seat & Mount

Designed for: Revell-Monogram or Academy kits

Parts: Resin 2 **Price:** £

This is another pack offering a detailed (including harness) seat. This one is suitable for the P-47N and it also comes with the back support frame, which will once again require careful cleaning to ensure it does not break.



CEC48147

Subject: Bristol Beauflighter

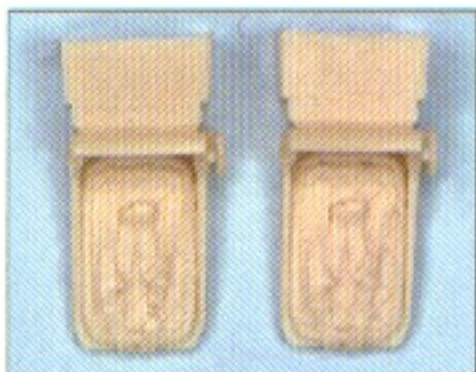
Scale: 1/48th **Product No.:** CEC48147

Type: Pilot & Observer Seats

Designed for: Tamiya kits

Parts: Resin 2 **Price:** £

This set offers the pilot's seat complete with shoulder and lap harness and back pad, plus the observer's seat with lap straps.



CEC48148

Subject: Hawker Typhoon

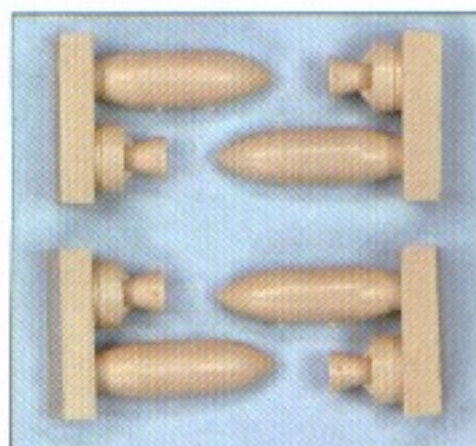
Scale: 1/48th **Product No.:** CEC48148

Type: Pilot's Seat

Designed for: Hasegawa or Monogram kits

Parts: Resin 2 **Price:** £

In this set you get two seats, complete with harness and back pad that are suitable for the Typhoon. The seats do not include the springs at the back of each seat, but this is not a problem as it will not be visible.



CEC48149

Subject: 1000lb Bombs (RAF)

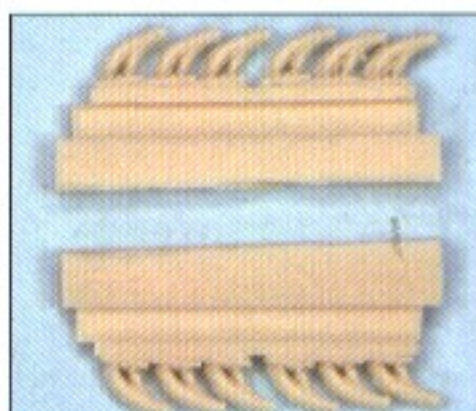
Scale: 1/48th **Product No.:** CEC48149

Type: Accessory

Designed for: N/A

Parts: Resin 8 **Price:** £

This set offers four complete 1000 lb bombs, of what look like G.P. (General Purpose) style with a short (30 series) tail. The bombs feature the dual pick-up lugs for both British and American bomb racks and as a nose plug is fitted, I assume that they are tail fused and will therefore require a little spinner added at the back of the tail cone.



CEC48150

Subject: Hawker Typhoon

Scale: 1/48th **Product No.:** CEC48150

Type: Fishtail Exhausts

Designed for: Hasegawa or Monogram kits

Parts: Resin 2 **Price:** £

This is a set of beautifully cast 'fishtail'

exhaust pipes, as fitted to the Typhoon. Only certain machines had these shrouded, so if the one you are modelling has the exposed style, these pipes will look far better than anything offered in the kit.

Subject: Republic F-84E/G/Early F

Scale: 1/48th **Product No.:** CEC48151

Type: Ejection Seat

Designed for: Tamiya or Revell-Monogram kits

Parts: Resin 1

Price: £

This is the early style of ejection seat that was fitted to Thunderjet, and it can be used in the Tamiya kit, or the forthcoming Revell-Monogram example. The seat features harness detail.



CEC48151

Subject: Douglas F4D-1 Skyray

Scale: 1/48th **Product No.:** CEC48152

Type: Ejection Seat

Designed for: Tamiya kit

Parts: Resin 1

Price: £

This is another replacement seat, offered with all harness etc moulded on to it.



CEC48152

Subject: De Havilland Mosquito

Scale: 1/48th **Product No.:** CEC48153

Type: Crew Seats

Designed for: Tamiya or Monogram kits

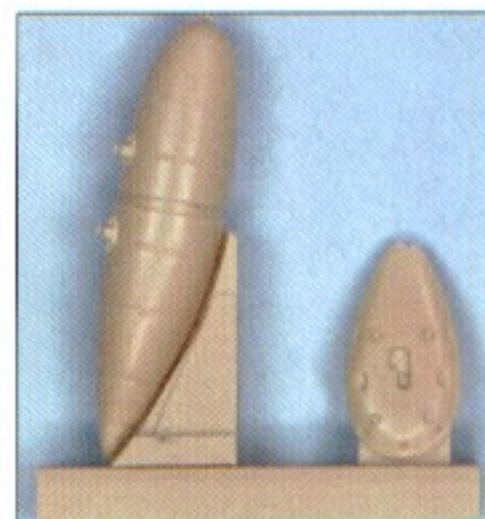
Parts: Resin 3 **Price:** £

This set offers the pilot's seat with moulded



CEC48153

seat harness and back support, plus a two-part observer's seat, also with all the harness moulded on. The pilot's seat does not include the arm rests, which is OK if you use it in the Tamiya kit, as the kit parts will fit, but with the Monogram kit you will have to add them.



CEC48154

Subject: Luftwaffe 300 Litre Drop Tank

Scale: 1/48th **Product No.:** CEC48154

Type: Accessory

Designed for: N/A

Parts: Resin 2 **Price:** £

This pack offers a round-section style of 300ltr drop tank that is suitable for such types as the Bf 109 and Fw 190 series.

Subject: USN Mk 8 Gunsight

Scale: 1/48th **Product No.:** CEC48156

Type: Accessory

Designed for: N/A

Parts: Resin 2 **Price:** £

In this set you get two Mk 8 gunsights (you have to make the lens out of clear plastic) that are suitable for many USN types such as the F4E, F6E, F7E, F8F-1 and F4U etc.



CEC48156

Subject: British GM-2 Gunsight

Scale: 1/48th **Product No.:** CEC48157

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £

This pack offers two GM-2 gunsights (once again you have to make the lens out of clear plastic) which are



CEC48157

S7209 - KM-1 Ejection Seat for MiG-21 & MiG-23 [£1.50] [r]
S7212 - ACES II Ejection Seat for F-15, F-16 & A-10 [£1.50] [r]
S7213 - Lockheed LC11C Ejection Seat for F-104A/B/C [£1.50] [r]
S7214 - Martin Baker GQ-7/F Ejection Seat for F-104D/G [£1.50] [r]
S7215 - SJU-5/A Ejection Seat for early F-18 Hornets [£1.50] [r]
N/K - MiG-23MF cockpit

(Italeri) [r]
N/K - Sukhoi Su-22UM3K cockpit (Bilek or Italeri) [r]
7201 - MiG-15 cockpit (KP) [£3.75] [r]
7202 - Sukhoi Su-25 cockpit (KP) [£3.75] [r]
7203 - MiG-21MF cockpit (KP) [£3.75] [r]
7204 - MiG-29A cockpit (Italeri) [£3.75] [r]
7205 - Kamov Ka-50 cockpit (Italeri) [£4.50] [r]
7206 - Sukhoi Su-34 cockpit (Italeri) [£4.50] [r]
7207 - Sukhoi Su-22 cockpit

(Bilek or Italeri) [£4.50] [r]
7208 - Sukhoi Su-24 cockpit (Italeri) [£4.50] [r]
7210 - MiG-24D cockpit (Italeri or Revell®) [£6.00] [r]
7211 - MiG-15UTI (KP) [£4.50] [r]
7216 - MiG-19S cockpit (KP) [£3.75] [r]
7219 - Sepecat Jaguar GR.1 cockpit (Italeri) [£3.75] [r]
7220 - Grumman F-14A Tomcat cockpit (Italeri) [£4.50] [r]

1/48th Scale

4801 - Sukhoi Su-27 cockpit (Academy) [£4.50] [r]
S4802 - KK-1 Ejection Seat for MiG-15 [£1.50] [r]
S4803 - KK-1 Ejection Seat for MiG-17, MiG-19 & L-29 [£1.50] [r]
Samples via: Pavla Models

NOTE:
Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in [] are the know price and those in [] indicate the medium used as listed below
Key
dec = Decals
eb = Etched Brass (or Steel)
gl = Glass
i = Injection Moulded Plastic
r = Resin

vf = Vac-formed Plastic (or Clear)
wm = White Metal (or Pewter)
Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

suitable for a mass of WWII era British types such as the Spitfire, Hurricane, Typhoon, Beaufighter and Mosquito etc.

Subject: Revi C/12D Gunsight

Scale: 1/48th **Product No.:** CEC48158

Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £

The Revi sight is well known in Luftwaffe aircraft, and this set offers two of the C/12D type that will be applicable to some of the Bf 109 and Fw 190 series.



CEC48158

Subject: USN Mk 6 Gunsight

Scale: 1/48th **Product No.:** CEC48160

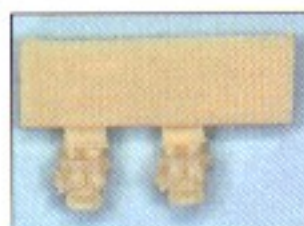
Type: Accessory

Designed for: N/A

Parts: Resin 2

Price: £

This set offers the later style of gunsight fitted to USN types, and will be suitable for the F8F-2 Bearcat, along with a number of other late 1940s and 1950s types.



CEC48160

Subject: Hispano-Suiza 20mm Exposed Cannon Barrels

Scale: 1/48th **Product No.:** CEC48161

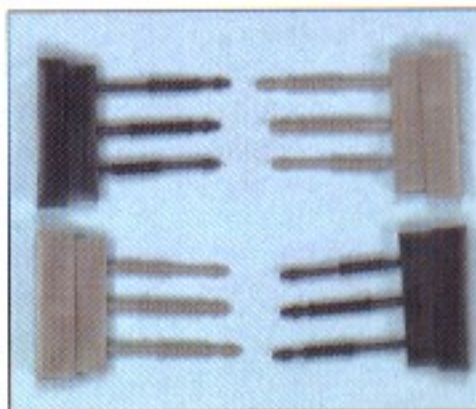
Type: Accessory

Designed for: N/A

Parts: Resin 12 **Price:** £

This pack offers three styles of 20mm Hispano barrel (with four of each type), which will be suitable for a number of WWII fighter.

Subject: British WWII Radio Sets



CEC48161

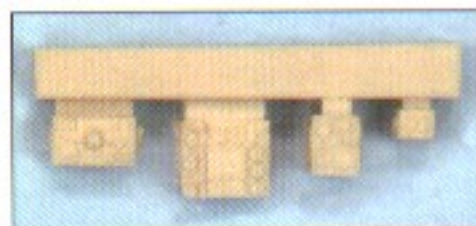
Scale: 1/48th **Product No.:** CEC48162

Type: Accessory

Designed for: N/A

Parts: Resin 4 **Price:** £

This useful little pack offers a highly detailed set of radios (T.1154 & R.1155) that are suitable for a large number of RAF types right from the early parts of WWII up to the late 1960s. Also included is a Type 62 Indicator Unit and a control box, both of which relate to 'Gee' and are most suited for such types as the Mosquito.



CEC48162

Subject: Clear & Coloured Shaped Formation & Navigation Lights

Scale: 1/48th **Product No.:** CEC48164

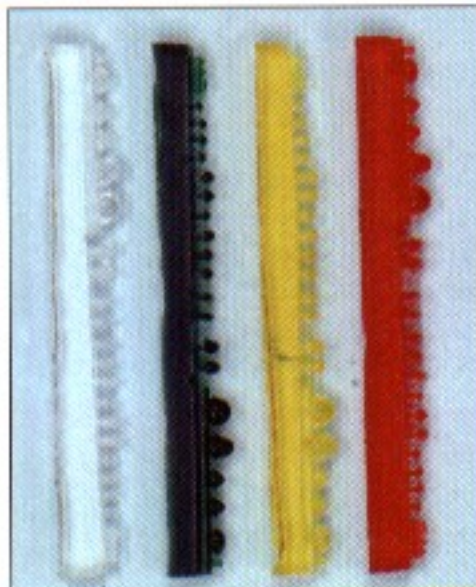
Type: Accessory

Designed for: N/A

Parts: Injection Moulded Plastic **Price:** £

This set offers four strips of lights (red, clear, yellow and green) that offer twenty-three styles of formation and navigation lights.

Note that the material is also available in single lengths as well.



CEC48164

1/32nd Scale

Subject: AIM-9B Sidewinder

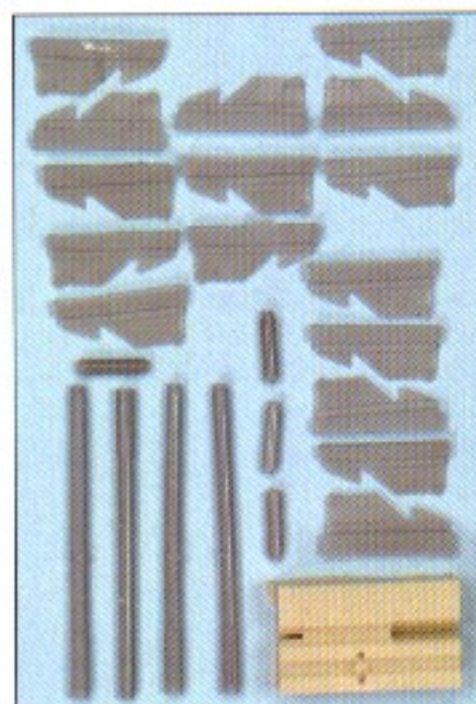
Scale: 1/32nd **Product No.:** CEC32015

Type: Accessory

Designed for: N/A

Parts: Resin 40 **Price:** £

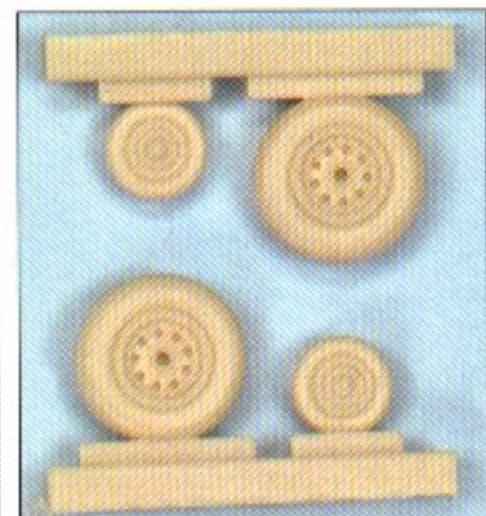
This set allows you to make up four complete AIM-9B Sidewinders that are suitable for USAF & USN types from the late



CEC32015

1950s to the early stages of the Vietnam War. The type was also used on many foreign air force machines as well, and is very similar to the Russian Atoll AAM as well!

Cutting Edge thoughtfully supply you with a resin jig block to assist in the correct alignment of the fins etc.



CEC32034

Subject: Navy F-4 Phantom II

Scale: 1/32nd **Product No.:** CEC32034

Type: Bulged Wheels

Designed for: Tamiya or Revell® kits

Parts: Resin 4 **Price:** £

This pack offers replacement 'weighted' main and nose wheels for the F-4 Phantom II and the hub style is of the type fitted to USN machines.

Conclusion

Each of these products are very well cast and highly detailed. Those subjects that require it, come with instructions that give a brief history and colour notes. It is good to see some simple accessory packs being produced now, and these from Cutting Edge will allow you to add those extra 'touches' that can really make the completed model stand out. Lets hope there will be more of the same from Cutting Edge in the future.

Our thanks to Meteor Productions for the review samples.

Model Design Construction

1/48th Scale

Subject: Junkers Ju 52

Scale: 1/48th **Product No.:** CV030

Type: Engine Detail Set

Designed for: Revell-Monogram kit

Parts: Resin 6 **Price:** £10.95

This set not only offers the three replacement engines and 'caps', but it also includes a number of lengths of plastic rod and a length of wire. The two outer engines are offered with baffle plates, while the central one is not. The plastic rod is designed to be cut and used to produce the push rods, while the wire is for the ignition harness.

Subject: Hawker Hurricane Mk I (Early)

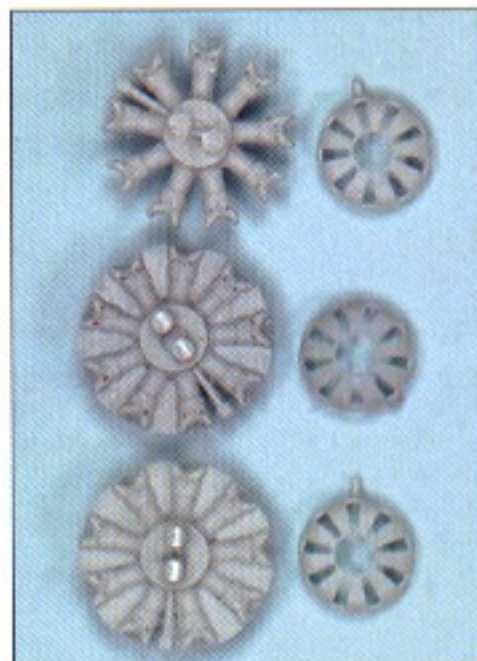
Scale: 1/48th **Product No.:** CV034

Type: Conversion

Designed for: Hasegawa kit

Parts: Resin 9 (Clear) 1 **Price:** £9.95

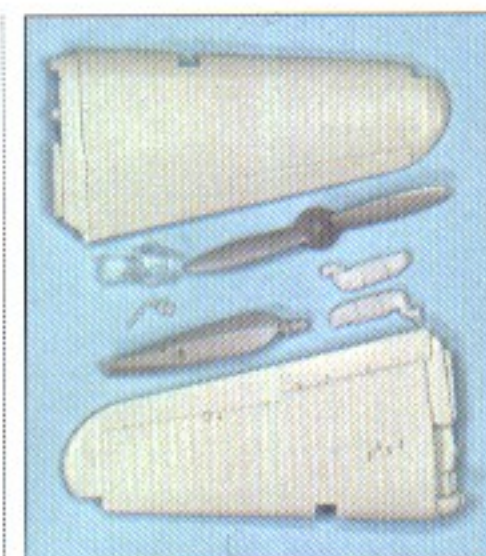
This set offers the early style of Hurricane Mk I, without the ventral strake and with



CV030 (BMW 132)

the kidney exhaust stacks, Watts two-blade (wooden) fixed-pitch propeller, ring and bead sight and fabric wing. The

type also has the early (wartime) windscreen with the additional (external) armoured glass. Very well thought out, this set includes such nice touches as the propeller which is moulded in such a way that the poly caps included in the Hasegawa kit can be installed in it. The ventral strake may not be fitted to the model you are making, so MDC have included an insert for inside the fuselage, which will allow you to remove this area from the kit parts. If you 'break through' as a result of this, the insert will fill the gap and still allow you to install the tailwheel. Final items include the 'kidney' exhaust stacks which replace the kit parts and a ring and bead sight to fit above the instrument panel and on the upper engine cowl. The biggest task will be to remove the outer wing panels from the kit and replace them with the new resin 'fabric' versions. These feature excellent surface detail and are cast in such a way that they clear things like the undercarriage bays inside the wing, while still giving you enough of a lip to get a good join.



CV034 (Hurricane Mk I (Early))

Conclusion

As with all MDC products, you can be assured of the quality of the casting and the accuracy of the product. Both these sets are highly recommended to all, and it is great to see that early Hurricane conversion set.

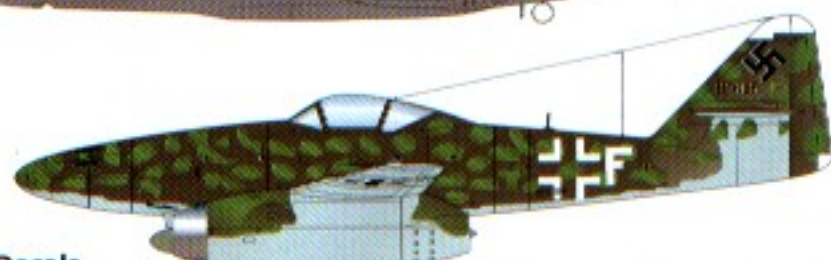
Our thanks to Model Design Construction for the review samples

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MODELWORKS



1/48 Decals

- CED48094 G4M Betty #2, Captured Aircraft; RAF (ATAIU) flown after VJ day in Singapore, USAAF captured in the Philippines, 1945; bonus CHka markings for the Johnson A8, Japan, gate guard in the 1940s & '50s \$7.95
 CED48103 Me 262 #2: -1a White 19 of Kommando Nowotny; -2a White F of JV 44 (formerly KG 51); -2a White B of 1. KG 51; -2a Red B of 2. KG 51 \$7.95
 CED48107 F-84s #2: F-84G FS-466 "Ropaddy Ranger," 8 FBS; F-84G FS-111-B "Five Aces," 69 FBS; F-84E FS-139-A Jim Simpson (MIG killer) \$7.95
 CED48111 F8Fs #1: F8F-1, CAG 19 special markings; F8F-2 VX-2 drone controller—very colorful! \$7.95
 CED48112 F8Fs #2: F8F-1, VF-3, 1946; F8F-2, Jolly Rogers, two French F8F-1s \$7.95

Resin Sets

- 1/32
 CEC32005 AIM-120 AMRAAMs & Adapters (2) \$16.95
 CEC32007 GBU-10A/B 2000 lb Laser Guided Bombs (2) \$14.95
 CEC32009 GBU-11 3000 lb Laser Guided Bombs (2) \$16.95
 CEC32013 Mk 84 2000 lb Low-Drag General Purpose Bombs (4) \$14.95
 CEC32014 M117 750 (850) lb Bombs (4) \$14.95
 CEC32020 F-4D "Herpes" Mod (ANVALR-69V)-2 seeker nose for post-Vietnam aircraft \$4.95
 CEC32021 AGM-88 HARM Missiles & LAU-118 Rail Adapters (2) \$16.95
 CEC32037 AIM-9C/AGM Sidewinders (4): "Large tail" winder used on USN aircraft from 1964 through the '80s \$14.95
 CEC32038 AIM-9C/AGM Sidewinders (4): "Large tail" winder used on USAF, USN, and foreign aircraft from 1976 through the present \$14.95
 1/48
 CEC48175 USAF A-1CM Gunsight for many '50s jet fighters \$3.95

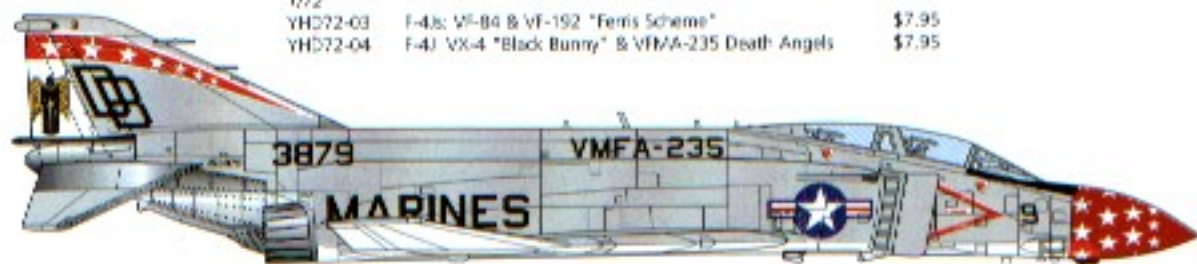


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- 1/48
 YHD48-16 F-4J VF-84 \$7.95
 YHD48-17 F-4J VFMA-235 Death Angels \$7.95
 YHD48-18 F-4J VF-192 "Ferris Scheme" & VX-4 "Black Bunny" \$7.95
 1/72
 YHD72-03 F-4Js: VF-84 & VF-192 "Ferris Scheme" \$7.95
 YHD72-04 F-4J: VX-4 "Black Bunny" & VFMA-235 Death Angels \$7.95



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 1/32
 CEBM32028 Gee Bee R1 Racer Scallop & Canopy Masks for William Bros. \$14.99
 CEBM32050 F-4J (VF-194) Ferris Scheme Camouflage Masks \$14.99
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 CEBM72101 B-10 Canopy & Wheel Hub Masks for Williams Bros. \$6.99
 CEBM72102 DHC-4 Caribou Canopy & Wheel Hub Masks for Hobbycraft \$4.99
 CEBM72103 H-21 Canopy & Wheel Hub Masks for Italeri \$5.99
 CEBM72104 H-34 Canopy & Wheel Hub Masks for Italeri \$5.99
 CEBM72105 HUP-2CH-25 Canopy & Wheel Hub Masks for Italeri \$5.99
 CEBM72106 TH-55A Osage Canopy & Wheel Hub Masks for Special Hobby \$5.99
 CEBM72107 UH-12 Canopy & Wheel Hub Masks for Special Hobby \$5.99
 CEBM72108 F-4J (VF-194) Ferris Scheme Camouflage Masks \$9.99

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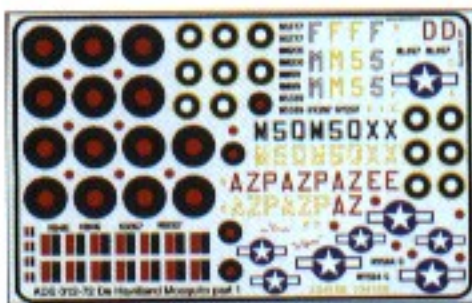
ADS Decals

Two new sheets have just been issued by ADS, both of which deal with the de Havilland Mosquito

1/72nd Scale

ADS 012-72 de Havilland Mosquito Part 1. This offers the following ten options.

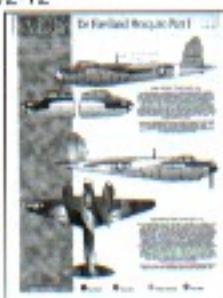
- 1. B.XX, KB267, AZ-E of No. 627 Sqn, as flown by Guy Gibson VC on his last, fateful, operational sortie.
- 2. B.25, KB416, AZ-P of No. 627 Sqn.
- 3. B Mk XVI, MM199, M5-Q of No. 128 Sqn.
- 4. B Mk XVI, RV297, M5-F of No. 128 Sqn.
- 5. B Mk XVI, MM200, X of No. 128 Sqn.
- 6. PR Mk IX, ML827 'Dorothy' of No. 1409 (Met) Flight.
- 7. PR Mk 32, NS589 of No. 540 Sqn.
- 8. PR Mk XVI, NS777 of No. 140 Sqn, 2nd TAF.



The decal sheet in ADS 012-72

- 9. F-8, 43-34926, 'The Spook' of the 3rd Photo Group, USAAF.
- 10. NF Mk 30, MV564/G of the 416th NFS, USAAF.

Most of these machines are either in the standard Ocean Grey and Dark Green over Medium Sea Grey scheme (Bombers & Nightfighter), or PR Blue



Two of the options offered on ADS 012-72

overall.

The decal sheet includes all the unique markings for each option, along with national insignia. Stencilling will have to come from the kit.

1/48th Scale

ADS 012-48 de Havilland Mosquito Part 1

This sheet offers the same ten options as the 1/72nd scale version listed above.

The larger scale does mean that there are only sufficient roundels for four complete machines, but all the unique markings are included for each.

Conclusion

With the excellent new kit from Tamiya in 1/48th scale, and the 1/72nd scale version from Hasegawa, there can't have been a better time to be a Mosquito fan! These two new sheets from ADS can be highly recommended to all fans of the type, and it



The decal sheet in ADS 012-48

is good to see so many options being offered for your money. At just £5.45 plus P&P, each of these sheets represents excellent value for money.

Our thanks to ADS Decals for the review samples.



Three of the options offered on ADS 012-48

SkyModels

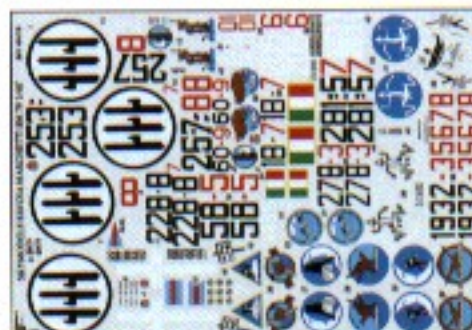
Two new sheets have just been released by SkyModels, both of them deal with Italian Air Force subjects, and both are in 1/48th scale.

1/48th Scale

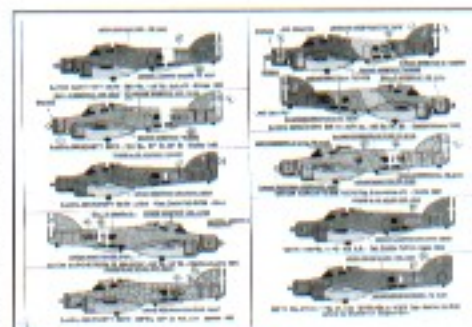
ART48-018 - Savoia-Marchetti SM.79.

- 1. SM.79, 281st Sq, 132° Gruppo, flown by Magg. C.E. Buscaglia, 1941.
- 2. SM.79, 60th Sq, 11° Stormo.
- 3. SM.79, 18th Sq, 27° Gruppo, 8° Stormo, 1941.
- 4. SM.79, 281st Sq, flown by Capt. Carlo Faggioni, 1941.
- 5. SM.79, 283rd Sq, 130° Gruppo, 1941.
- 6. SM.79, 193rd Sq, 87° Gruppo, 30° Stormo, Sicily, 1941.
- 7. SM.79, A.N.R., flown by Capt. Carlo Faggioni, 1944.
- 8. SM.79, S/No. MM.22297, 89° Gruppo, 32° Stormo, 1941.
- 9. SM.79, 253rd Sq, 104° Gruppo, 1942.
- 10. SM.79, 257th Sq, 108° Gruppo, 36° Stormo, 1940.
- 11. SM.79, 278th Sq, Sicily, 1941.
- 12. SM.79, 41° Gruppo, flown by Ten. Emilio Pucci, 1942.
- 13. SM.79, 1st Sq, Gruppo A.S. 'Buscaglia', A.N.R., flown by Cap Marino Marini, 1944.
- 14. SM.79, 58th Sq, 32° Gruppo, 10° Stormo, 1942.
- 15. SM.79, S/No. MM.22326, 193rd Sq, 87° Gruppo, 30° Stormo, Sicily, 1941.

Most of these options are either Giallo Mimetic 3 with a mottle of Verde Mimetic 3 over Grigio Mimetic, or Verde Oliva Scuro



The decal sheet from ART.48-018



Nine of the options on ART.48-018

2 over Grigio Azzurro Chiaro. The large decal sheet includes all the unique markings for each option, plus a single set of national insignia for an Italian Air Force or A.N.R. example.

ART48-021 - Macchi C.200 Saetta.

- 1. C.200, 373rd Squadriglia, 153° Gruppo.
- 2. C.200, 370th Squadriglia.
- 3. C.200, 373rd Squadriglia.
- 4. C.200, 91st Squadriglia, 10° Gruppo, 1939.
- 5. C.200, 90th Squadriglia, 10° Gruppo, 1941.
- 6. C.200, 356th Squadriglia, 21° Gruppo, flown by Capt. Vincenzo Sant Andrea.
- 7. C.200, 90th Squadriglia, 10° Gruppo,

1941.

- 8. C.200, 356th Squadriglia, 21° Gruppo, Russia, 1942.
- 9. C.200, flown by the commander of the 150° Gruppo.
- 10. C.200, 85th Squadriglia, 21° Gruppo, 1942.
- 11. C.200, 85th Squadriglia, 18° Gruppo.
- 12. C.200, 370th Squadriglia.
- 13. C.200, 95th Squadriglia, 18° Gruppo.
- 14. C.200, 385th Squadriglia.
- 15. C.200, 356th Squadriglia, Russia, 1942.
- 16. C.200, 157° Gruppo.
- 17. C.200, 374th Squadriglia, 1941.
- 18. C.200, 155th Squadriglia, 3° Stormo, 1943.
- 19. C.200, 79th Squadriglia, 6° Gruppo.
- 20. C.200, 359th Squadriglia.
- 21. C.200, 95th Squadriglia, 18° Gruppo.
- 22. C.200, 79th Squadriglia, 6° Gruppo.
- 23. C.200, 86th Squadriglia, 7° Gruppo.
- 24. C.200, 3° Stormo, 95-10 'Frecce'.
- 25. C.200, 168th Squadriglia, 1941.
- 26. C.200, 168th Squadriglia, 1941.
- 27. C.200, 369th Squadriglia.
- 28. C.200, 372nd Squadriglia.
- 29. C.200, 372nd Squadriglia, 1941.
- 30. C.200, 369th Squadriglia.
- 31. C.200, 88th Squadriglia, 6° Gruppo, 1940.
- 32. C.200, 150° Gruppo, North Africa, 1942.
- 33. C.200, 365th Squadriglia, 150° Gruppo.
- 34. C.200, 356 Squadriglia, 21°

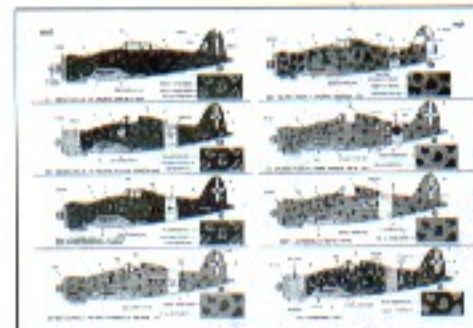


The decal sheet from ART.48-021

Gruppo.

- 35. C.200, 371st Squadriglia, 22° Gruppo.
- 36. C.200, 91 Squadriglia, 1942.

All of these machines are in various complex colour schemes and you will also need to know a bit about the C.200 series, as not all those depicted are of the type we all



Some of the thirty-six options offered on ART.48-021

know (e.g. open canopy etc). The decal sheet is absolutely stacked full of images and there are sufficient Italian Air Force roundels for four complete aircraft. As usual all the individual markings are there along with a selection of stencils

Conclusion

What can you say? SkyModels are certainly giving you a selection for your money, after all there cannot be many other manufacturers offering thirty-six options on one sheet, plus enough national insignia to make four completely! If you like Italian Air Force subjects, and work in 1/48th scale, then you really ought to have these sheets in your collection.

Our thanks to SkyModels for the review samples.

DecalNewsDecalNewsDecalNewsDecalNewsDecalNewsDecalNews

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear in a future edition.

Kits at War

There are four new sheets in this popular series by Dutch Decals, all of which link

into existing or recently released kits and conversions.

1/72nd Scale

K7/2 - Early War.

- 1. Bristol Blenheim Mk I, No. 61 Sqn
- 2. Bristol Blenheim Mk I, No. 114 Sqn
- 3. A.W. Whitley Mk II, No. 51 Sqn
- 4. H.P. Hampden Mk I, No. 44 Sqn

- 5. Fairey Battle, No. 40 Sqn
 - 6. Avro Anson Mk I, No. 269 Sqn
- All of these options cover the 1937 to 1939 period.

K7/3

- 1. Avro Manchester Mk I, No. 207 Sqn, 1941.
- 2. Avro Lancaster Mk I, No. 44 Sqn, 1942.

- 3. Spitfire Mk Vb, No. 111 Sqn, 1941.
- 4. Fortress Mk III, No. 223 Sqn, 100 Grp, 1944.
- 5. Fortress Mk III, No. 214 Sqn, 100 Grp, 1944.
- 6. Liberator Mk VI, No. 223 Sqn, 100 Grp, 1944.
- 7. Harvard Mk I, No. 14 FTS, 1939-41.

Model Art Decal System

Four new sheets were released by Model Art at the IPMS/UK Nationals this year; three of which were in 1/72nd scale and the other in 1/48th.

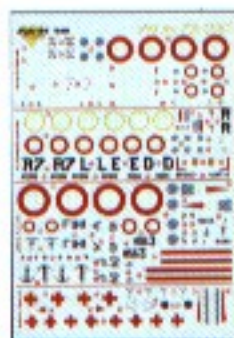
1/72nd Scale 72/030

- 1. Bloch 174 of GR II/3, 1st Escadrille, Tunisia, 1941. This machine is Dark Blue Grey (Gris Bleu Foncé) and Khaki (Kaki) over Light Blue Grey and has the red and yellow stripes of the Vichy government on the engine cowlings and tail assembly.
- 2. Bloch 174 of GR II/3, 2nd Escadrille, Tunisia, June 1940. This machine is in the same overall scheme as the previous option, but without the red and yellow striped tail and cowlings.
- 3. Loire 130 of Flottille F1H, flown by Cdt Teste, Toulon, 1939. This is silver overall with the lower hull in matt black.
- 4. Loire 130 of Groupement HS6 in 1939. This machine is in the same overall scheme as the previous option.
- 5. Bloch 81 of Groupe I/39, 3rd Escadrille, Syria, 1940. This machine is white overall with a red vertical fin and silver forward fuselage.
- 6. Bloch 81 of the 37th RAO, 9th Escadrille, Syria, 1940. This aircraft is once again white overall, but just has the forward fuselage in silver.
- 7. N.A. Mustang F-6C of GR 2/33 'Savoie', 1945. It is natural metal overall, with an aluminium spinner and an Olive Drab anti-dazzle panel on the upper engine cowlings.
- 8. N.A. Mustang F-6C of GR 2/33 'Savoie', 1945. This machine is in the same scheme as the previous option.
- 9. N.A. Mustang F-6D of GR 2/33 'Savoie', 1945. Once again it is in the same scheme as the previous two options.
- 10. N.A. Mustang F-6D of GR 1/33 'Belfort', 1945. Once again this machine is in the same scheme as option 7.



The Mustang and Bloch 81 options on 72/030

The sheet



The decal sheet from 72/030

includes all the unique markings for each option, along with enough roundels for about half the options.

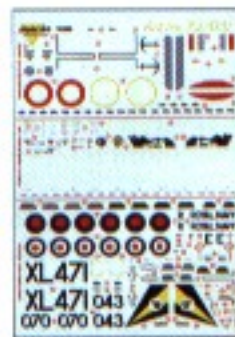
72/031

- 1. Dassault Alpha Jet, Patrouille de France, 50th Anniversary scheme (end of Second World War), Salon-de-Provence, France, 1995. This machine is in the red, white and blue scheme of the Patrouille de France.
- 2. Supermarine Sea Otter, Escadrille de Servitude 8S, Indo-China, 1949. This is Dark Sea Grey over Sky or Light Grey.
- 3. Supermarine Sea Otter, Escadrille de Servitude 9S, Indo-China, 1951. This machine is in the same overall scheme as the previous option, although the lower section of the engine pod is also Sky or Light Grey.
- 4. Fairey Gannet AEW.3, 070, of No. 849 Sqn NAS, D Flight, HMS Eagle, Hal Far, 1971. This is Extra Dark Grey over Sky.
- 5. Fairey Gannet AEW.3, 043, of No. 849 Sqn, NAS, 'B' Flight, HMS Ark Royal, Lissiemouth, 1977, in the same scheme as the previous option.

The decal sheet includes all the unique markings for each option, along with sufficient roundels for each Gannet option, and one set of roundels for the Sea Otter. Stencilling is also provided for each type.



The Alpha Jet and Sea Otter options on 72/031



The decal sheet from 72/031

72/032

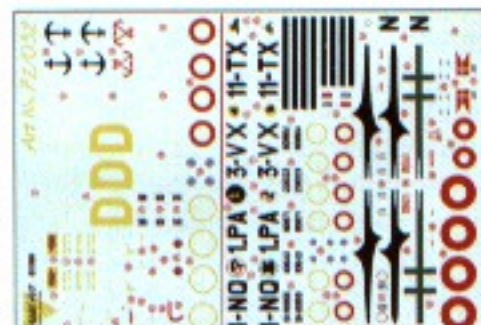
- 1. F-84G Thunderjet, E.C. 1/1 'Corse', Saint-Dizier, 1953. This machine is bare metal with red tip tanks and an Olive Drab dorsal spine.
- 2. F-84G Thunderjet, E.C. 3/1 'Argonne', Saint-Dizier, 1954. This is also bare metal with the Olive Drab spine, but it has the tip tanks in green.
- 3. F-84G Thunderjet, E.C. 3/3 'Ardeennes', Reims, 1955. This machine is bare metal with the entire rear fuselage and tail and outer wing panels and tip tanks in Insignia Red.
- 4. F-84G Thunderjet, E.C. 3/11 'Jura', Luxeuil, 1955. This machine is bare metal with an Olive Drab dorsal spine and the tip tanks in yellow.
- 5. F-84G Thunderjet, E.C. 3/11 'Jura' during

Exercise Carte Blanche, Luxeuil, 1955. This machine is in the same scheme as the previous option, but carries black crosses on the wings and vertical fin that are associated with the exercise.

- 6. F-84G Thunderjet, Eskadrillen 730, Royal Danish Air Force, circa 1960. This is Dark Sea Grey and Dark Green over Light Aircraft Grey and the tip tanks are Dark Blue.
- 7. Sud-Aviation HSS-1, Flottille 33F, Algeria, circa 1959. It is Gloss Sea Blue overall.
- 8. Sud-Aviation HSS-1, Escadrille de Servitude 20S, Saint-Raphaël, circa 1970. This machine is also Gloss Sea Blue overall.
- 9. Sud-Aviation HSS-1, Flottille 31F, Saint-Mandrier, 1972. Another that is Gloss Sea Blue overall, although this one has much of the upper decking and tail boom in yellow.
- 10. Sud-Aviation HSS-1, Section Jeanne d'Arc, Saint-Mandrier, circa 1975. This machine is in the same scheme as the previous option.



The F-84G options on 72/032



The decal sheet from 72/032

The decal sheet includes all the unique markings for each option, along with one set of national roundels for each type. Some stencils are also included.

1/48th Scale 48/009

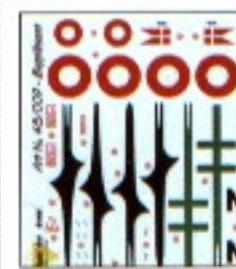
- 1. F-84G Thunderjet, E.C. 1/1 'Corse', Saint-Dizier, 1953. This machine is bare metal with red tip tanks and an Olive Drab dorsal spine.
- 2. F-84G Thunderjet, E.C. 3/1 'Argonne', Saint-Dizier, 1954. This machine is also bare metal with the Olive Drab spine, but it has the tip tanks in green.
- 3. F-84G Thunderjet, E.C. 3/3 'Ardeennes', Reims, 1955. This is bare metal with the entire rear fuselage and tail and outer wing panels and tip tanks in Insignia Red.
- 4. F-84G Thunderjet, E.C. 3/11 'Jura', Luxeuil, 1955. This machine is bare metal with an Olive Drab dorsal spine and the tip tanks in yellow.

Exercise Carte Blanche, Luxeuil, 1955. This is in the same scheme as the previous option, but carries black crosses on the wings and vertical fin that are associated with the exercise.

- 6. F-84G Thunderjet, Eskadrillen 730, Royal Danish Air Force, circa 1960. This aircraft is Dark Sea Grey and Dark Green over Light Aircraft Grey and the tip tanks are Dark Blue.
- 7. N.A. Mustang F-6C of GR 2/33 'Savoie', 1945. This machine is natural metal overall, with an aluminium spinner and an Olive Drab anti-dazzle panel on the upper engine cowlings.
- 8. N.A. Mustang F-6C of GR 2/33 'Savoie', 1945. This is in the same scheme as the previous option.
- 9. N.A. Mustang F-6D of GR 2/33 'Savoie', 1945. Once again it is in the same scheme as



The Mustang options on 48/009



The decal sheet from 48/009

the previous two options.

- 10. N.A. Mustang F-6D of GR 1/33 'Belfort', 1945. Once again this machine is in the same scheme as option 7.

In this larger scale there are one and a half decal sheets included and they offer all the unique markings for each option along with complete sets of national insignia for each type. Some stencils are also included.



Conclusion

As a fan of Model Art Decals and French Air Force subjects all these sheets have real appeal. The quality of each sheet, coupled with comprehensive instructions make them easy to use and it is nice to see an F-84G that is not bare metal for a change!

Our thanks to Model Art Decal System for the review samples.

- 8. Gloster Meteor Mk IV, EE455, RAF High Speed Flight, 1945.

1/48th scale

K4/4

- 1. Harvard Mk I, No. 14 FTS, 1939-41.
- 2. Beaufighter F Mk II, 789 Sqn, FAA, 1945.
- 3. Hornet F Mk 3, No. 80 Sqn, RAF Kai Tak, 1954.
- 4. Spitfire Mk I, No. 66 Sqn, 1939.
- 5. Spitfire Mk Vb, No. 111 Sqn, 1941.
- 6. Spitfire Mk IIc, No. 276 Sqn, 1943.

K4/5

- 1. Avro Manchester Mk I, No. 207 Sqn, 1941.
- 2. Avro Lancaster Mk I, No. 44 Sqn, 1942.
- 3. Meteor Mk IV, EE455, RAF High Speed Flight, 1945.
- 4. Seafire FR Mk III, 801/880 Sqn, FAA, 1945.

Examples can be obtained in the UK via Aeroclub, ED Models and Hannants.

Cloud Master

Also produced by Dutch Decals, this range has just had two new sheets added to it.

1/72nd Scale

72/8

- 1. D.H.89 Rapide, PH-OTA, KLM Aerocarto, 1953-62.
- 2. L-749A Constellation, PH-LDD, KLM.
- 2. L-749A Constellation, PH-TFE, KLM, 1953-63.

The second option is offered in either

1950-51 or 1953-63 period schemes.

72/9

- 1. L-749A Constellation, BOAC, G-ANVD 'Beverley', 1955-7.
- 2. DC-6A, British Eagle, G-ARMY, 1963-4.

Examples can be obtained in the UK via Aeroclub, ED Models and Hannants.

Eagle Strike

Seven new sheets have been released by this manufacturer, three being in 1/72nd scale and the others being in 1/32nd.

Blue Rider Publishing

1/72nd Scale
BR-0414 - Red Army of China 1945-6.
 •1. Nakajima Ki-43-II Otsu, S/No. N/K, Red



The three options offered on BR-0414



The decal sheet from BR-0414

Army of China Air Force, Communist Aviation School, Manchuria, 1945-6. This is Light Grey overall with sprayed patches of green on the upper surfaces..
 •2. Kawasaki Ki-45-KIac, S/No.

N/K. Red Army of China Air Force, No. 1 Squadron, Air Combat Group, 1945-6. This is Light Grey overall with irregular patches of Dark Green on the upper surfaces.
 •3. Mitsubishi Ki-46-II Otsu, S/No. N/K, Red Army of China Air Force, No. 1 Squadron, Air Combat Group, 1945-6. This machine is finished in a Dark Green and Dark Brown camouflage over Light Grey with the demarcation between the upper surface camouflage areas separated in Pale Turquoise.



Four of the options offered on BR-0255

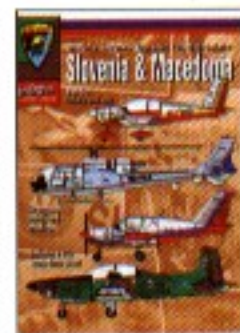


The decal sheet from BR-0255

BR-0255 - Gran Chaco Air War #2 Bolivian Air Force.

- 1. Curtiss Model 35A Hawk II, S/No. 30, Cuerpo de Aviacion, 1933-3. This aircraft is natural Aluminium dope overall.
- 2. Curtiss Model 35A Hawk II, S/No.36, Grupo No. 1, Villa Montes,

1933-4. This machine is in the same scheme as the previous option.
 •3. Airco D.H.9, S/No. AM-1, Cuerpo de Aviacion, 1928-9. This is finished in Aluminium doped fabric overall and carried the name 'Coronel Salazar' in black on the engine cowling.
 •4. Breguet 19 A2, 'Potosi', Cuero de Aviacion, 1929-30. This aircraft is French Dark Brown overall.
 •5. Breguet 19 A2, 'Boqueron', Cuerpo de Aviacion, Al Atto airfield, 1931-2. This machine is Aluminium overall.
 •6. Ford Model 5-AT-D Tri-Motor, NC 9654 that appeared to have been operating in support of the Bolivian Army in a transport role during September and October 1932.



Some of the options offered in the special booklet/decal set on Slovenia & Macedonia



The decal sheet from the set

Two new booklet and decal sheet sets were also recently released by Blue Rider. The first covers the Slovenia & Macedonia Air Forces for the 1991-1999 period, and this booklet includes 1/72nd scale decal sheets for thirty-nine options, include Bell 412, Mi-8, Let L410 and PC-6 amongst others. The fifty-two page, A5 booklet includes a good selection of B&W photos of each option and the decal sheet offers markings for each option. This set retails for £9.50.

The other booklet covers the Estonian Air Force for the 1918-1940 period. Once again the decal sheet is backed up with a 52 page, A5 booklet and offers schemes for a large number of types, ranging from the Sopwith

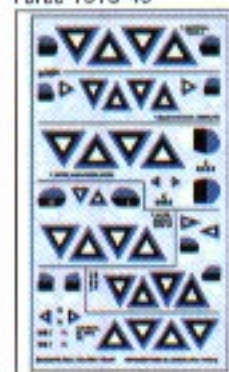
This machine is natural metal overall.
 •7. Junkers E.13W, 'BENI', Cuerpo de Aviacion, 1928-35. This is natural metal overall with the forward fuselage painted in a black/grey. The aircraft was converted into seaplane configuration in 1928, and the instructions also show the type in its original landplane configuration as well.

The decal sheet includes all the markings required for each option and it retails for £3.80.

Two new booklet and decal sheet sets were also recently released by Blue Rider. The first covers the Slovenia & Macedonia Air Forces for the 1991-1999 period, and this booklet includes 1/72nd scale decal sheets for thirty-nine options, include Bell 412, Mi-8, Let L410 and PC-6 amongst others. The fifty-two page, A5 booklet includes a good selection of B&W photos of each option and the decal sheet offers markings for each option. This set retails for £9.50.



A selection of the options offered in the special booklet/decal set on the Estonian Air Force 1918-40



The decal sheets from the set

Camel, B.E.2e, Avro 504K, D.H.9, Short 184, AGO C.IV, Ni-17, GL-22, SPAD S.VII, Bulldog, Siskin, Prefect, Hart, Anson, Magister and the lovely little PN-3. A total of forty-one options are offered, and the two decal sheets included give all the required markings etc. Once again this booklet and decal set is £9.50.

Conclusion

Another good selection from Blue Rider. As always they offer something rather unusual, and although some of the types depicted will require specialist conversions etc, anyone with a love for small air force

subjects will want to have each of these sheets. The two new decal and booklet sets are outstanding value, as the booklets alone feature a number of unpublished photos that will be of interest to the pure aviation enthusiast, while the decals allow you to add some of the most recently re-formed air force's machines to your collection.

Our thanks to Blue Rider Publishing for the review samples.

Cutting Edge

There are two new sheets from Cutting Edge this month and both are available in either 1/72nd or 1/48th scales.

CED48105 - Focke-Wulf Fw 190A #5.

- 1. Fw 190A-8, 'Blue 13', Maj. Walther Dahl, Stab./JG 300, December 1944. This machine is RLM 74/75 over 76 with a red RVD band and a black and white spinner.
- 2. Fw 190A-4, 'Yellow 8' flown by Ofw Leo Schuhmacher, 6./JG 1. This is RLM 74/75 over 76 with the lower engine cowling in yellow (04 Gelb) and the spinner in RLM 70 (back) and RLM 04 (front).
- 3. Fw 190A-8, W/Nr. 380352, 'Black 10', 2./JG 11, Darmstadt, 1945. This is

RLM 74/75 over 76 with the fuselage band and vertical fin tip in yellow (04 Gelb).
 •4. Fw 190A-5, 'Green 13', Obstlt. Walter Oesau, Stab./JG 2, France, 1943. This machine is RLM 74/75 over 76 with the spinner in RLM 70 and the lower engine cowling and rudder in yellow (04 Gelb).

The decal sheet offers all the unique and national markings for each option, but no stencils. This sheet is also available in 1/72nd scale as CED72105.

CED48113 - N.A. P-51D Mustang.

- 1. P-51D, S/No 44-72199, Capt. Charles E. Weaver, 362nd FS. This machine is bare metal with an Olive Drab (OD) anti-dazzle panel and a red and yellow checked engine cowl and spinner.
- 2. P-51D, S/No. 44-72308, 'Ridge Runner III', Maj. Pierce McKennon, 335th FS. This is

in the same overall scheme as the previous option, but it has the rudder in white and the canopy sill, forward engine cowl and spinner in red.

- 3. P-51D, S/No. 44-63607, Lt Col. Glenn Eagleston, Commanding Officer of the 353rd FS. Another bare metal machine, this one has the forward cowl and spinner in yellow.
- 4. P-51D, 44-72505, 'The Flying Undertaker', Maj. William Shomo, 82nd TRS. This machine is bare metal but it also has large black bands with yellow borders around the fuselage and wings.

The decal sheet includes all the unique markings for each option, along with one set of national insignia and a couple of stencils. This sheet is also available in 1/72nd scale as CED72113.



The four options offered on CED48105



The four options offered on CED48113

Conclusion

As usual these sheets are up to the high standard we all expect from Cutting Edge. Being limited production I would urge all of you who are interested in them to obtain copies while you can.

Our thanks to Cutting Edge Modelworks (Meteor Productions) for the review samples.

1/72nd Scale

72010 - Spitfire Fighters Pt.I

- 1. Spitfire Mk Vb, No.40 Sqn, 1943.
- 2. Spitfire Mk IXc, No.312 Sqn, 1944.
- 3. Spitfire Mk IXc, No.416 Sqn, 1944.
- 4. Spitfire Mk VIII, No.79 Sqn, 1944.

72011 - Mustang Fighters Pt.II (P-51B/C)

- 1. P-51C, 26th Fighter Squadron (FS), 51st Fighter Group (FG), 1944.
- 2. Mustang III, No. 112 Sqn, 1945.

- 3. P-51B, 374th FS, 361st FG, 1944.
- 4. P-51B/C, 99th FS, 332nd FG, 1944.

72012 - Bf 109 Fighters Pt.I

- 1. Bf 109G6/R3, 3./JG 4, 1944.
- 2. Bf 109G-6 from an unknown unit in 1945.
- 3. Bf 109G-6/R3, 8./JG 53, 1944.
- 4. Bf 109G-10 from an unknown unit in 1945.
- 5. Bf 109F-4, 6./JG 3, 1942.

- 6. Bf 109G-14, 16./JG 53, 1945.

1/32nd Scale

32010 - V.N. Warriors F-4E Part 1

- 1. F-4E, 34th Tactical Fighter Squadron (TFS), 388th Tactical Fighter Wing (TFW), Korat AB, 1969.
- 2. F-4E, Holloman AFB.
- 3. F-4E, 34th TFS, 388th TFW, Korat AFB, 1969.

32011 - V.N. Warriors F-4D Part 2

- 1. F-4D, 13th TFS, 432nd TFW, 1969.
- 2. F-4D, 480th TRS, 366th TRW, Da Nang, 1969.
- 32012 - Hellcat Aces
- 1. F6F-5 Hellcat, Cmdr. D. McCampbell, CVG-15, USS Essex, 1944.
- 2. F6F-3 Hellcat, Lt A. Vraciu, VF-6, USS Intrepid, 1944.
- 3. F6F-5 Hellcat, Lt (j.g.) C. Nooy & R. Hawkins, VF-31, USS Cabot, 1944.

Liveries Unlimited

Six new sheets were released by Liveries Unlimited at the recent IPMS/UK Nationals.

1/200th Scale AGA2-099

- 1. Boeing 737-400, G-MSKA, British Airways, 'Blue Poole'.



The two options offered on AGA2-099

- 2. Boeing 737-500, G-TREN, British Airways, 'Blue Poole'.



The decal sheet from AGA2-099

Both of these options carry the colourful 'Blue Poole' artwork of designer Sally Tuffin on the vertical fins.

AGA2-100

- 1. Boeing 777-200, G-VIII, British Airways, 'Wings'. This machine features the colourful artwork of Per Arnoldi on the tail area.

1/144th Scale AGA4-147

- 1. Boeing 737-400, G-MSKA, British Airways, 'Blue Poole'.
- 2. Boeing 737-500, G-TREN, British Airways,



The single options offered on AGA2-100



The decal sheet from AGA2-100



The two options offered on AGA4-147

'Blue Poole'

This is just a scaled-up version of the two options offered on AGA2-099.

AGA4-148

- 1. Boeing 777-200, G-VIII, British Airways, 'Wings'.

This sheet offered a scaled-up version of that offered on AGA2-100.

AGA4-149

- 1. Boeing B-377, N1030V, Pan American, 1958.



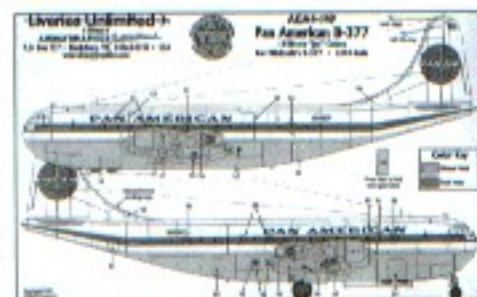
The single options offered on AGA4-148



The decal sheet from AGA4-148



The decal sheet from AGA4-149



The overall B-377 scheme offered on AGA4-149

This machine is in the base scheme of natural metal with the upper fuselage area in Gloss White with a blue cheatline running down each side.

Although we have listed just the one option here, and the main serial number on the sheet is for this machine, the sheet does include a selection of other numbers and by combining these with elements of the main serial, you should be able to make any of the twenty-two 377s listed. The decal sheet also contains the names of each of these aircraft as well.



The colourful options on AGA4-150

AGA4-150

- 1. Boeing 737-800, OY-SEH, Sterling European, in green overall.
- 2. Boeing 737-800, OY-SEB, Sterling European, in blue overall.
- 3. Boeing 737-800, OY-SEI, Sterling European, in red overall.
- 4. Boeing 737-800, OY-SEC, Sterling European, in yellow overall.

The decal sheet only offers one complete set of markings for this type, but you have the four overall colour schemes to choose from.

Conclusion

This manufacturer is certainly offering a great selection of sheets nowadays and the quality of each is excellent. If you are a civil airline fan, then I am sure you will want to add these to your collection, the only problem there will be is just how many of each you build, as they are all so appealing!

Our thanks to Liveries Unlimited for the review samples.

Airways Graphics

This is the 'military' decal side of Liveries Unlimited, and in this series they have recently released two new sheets.

1/72nd Scale AGM7-001

- 1. Republic F-84G, 'Thunderbirds' Display Team, 1953-4.

This sheet actually allows you to make up six machines from the team, in either the 1953 or 1954 season livery. The main decals depict 116720, but additional 'last two' serials also allow 116714, 15, 19, 22 & 23 to be built. The decals are designed to fit the



The decal sheet from AGM7-001

Tamiya kit (#60745), and may not fit other F-84G kits as a result. Note that the hub of the nose wheel on these machines was the early style, which is not included in the Tamiya kit. You can however overcome this by robbing the wheel out of the Skyray kit, or casting an example yourself.

1/48th Scale



The options offered on AGM7-001

AGA8-001 - de Havilland Mosquito FB Mk VI, BOAC.

- 1. Mosquito FB Mk VI, G-AGGC, Leuchars, 1943-44. This machine is listed as being Extra Dark Sea Grey and Dark Slate Grey over Night, although in its earlier form it

would be over Sky.

- 2. Mosquito FB Mk VI, G-AGGE, Leuchars, April-August 1943. As this aircraft only survived a few months, it retains an 'early' scheme of Extra Dark Sea Grey and Dark Slate Grey over Sky.

It is interesting to see these different colour scheme shown on BOAC Mosquitos, as usually the type is listed as being



The decal sheet from AGA8-001



The two options on AGA8-001

Medium Sea Grey and Dark Green over aluminium (or over Sky for some of the converted bomber versions). Airways Graphics have based these schemes on the study of period photos and personal accounts and interviews carried out by Nils Mathisrud. I can certainly see the benefit of Night undersurfaces, but I am not so sure about those upper colours. Maybe some of our readership worldwide has some information or input on this matter. If so, please feel free to contact the Editor at the editorial address.

Conclusion

Each of these sheets is to the highest standard and can be highly recommended to all. Airways Graphics certainly produce some interesting and diverse subjects in this series, and we look forward to more of the same in the future.

Our thanks to Airways Graphics International for the review samples.

32013 - Fw 190 Fighters Part I

- 1. Fw 190A-8/R8, II./JG 300, 1944.
- 2. Fw 190A-8, flown by Ernst Schröder.
- 3. Fw 190A-7, I./JG 1, 1944.

Examples can be obtained in the UK via Hannants.

Tally Ho!

This month sees two new sheets in 1/72nd scale, and one in 1/32nd scale.

1/72nd Scale

72 006 - Luftwaffe White, Red, Yellow & Black Fighters Codes with Outline

The title says it all really, as this set comprises four sheets of decals offering Luftwaffe fighter styles of code numbers, each of which have black borders. The set also contains a fifth decal sheet offering a selection of chevrons etc.

72 007 - Luftwaffe White, Red, Yellow &

Black Fighters Codes without Outline

This set offers the same four sheets of fighter code numbers, although this time they are all without any borders. The fifth sheet of chevrons etc is also included.

1/32nd Scale

32 001 - Actung Stukal

This is a scaled up version of the already released 1/72nd and 1/48th scale sheets, and it offers markings for four machines.

- 1. Ju 87B-2, 5/StG.2, Libya, 1941.
- 2. Ju 87R-2, Squadriglia 97, Italy, 1941.
- 3. Ju 87R-2, 6./StG 2, Libya, 1941.
- 4. Ju 87R-2, 1./StG 1, Bulgaria, 1941.

In this scale the sheets only include one set of national insignia, but the big snake painted on the fuselage of the third option is included in decal form.

Yellowhammer Models

Known more for their 1/32nd scale decal sheets, this month saw the release of the first sheet in 1/72nd scale, along with one in 1/48th and two more in 1/32nd.

1/72nd Scale

YHD72-01 - F-4J(UK) Phantom II. This sheet offers enough markings to make any of the F-4J(UK) Phantoms of No.74, as long as they have tail letters comprising T, I, G, E, R, S, Q or N.

- 1. 'T', ZE350, Flt Lt Morrison and ? (as instructions list 'Flt Lt Morrison').
- 2. 'T', ZE351, Gp Cpt Park & Flt Lt Marks.
- 3. 'G', ZE352, Flt Lt Abell & Flt Lt Fullford.
- 4. 'E', ZE353, Flt Lt McQuade & Flt Lt Yapp.
- 5. 'R', ZE354, Flt Lt Stinton (or Flt Lt Murdoch) and Flt Lt Uren (or Fg Off Evans).
- 6. 'S', ZE355, Flt Lt Paine (or Flt Lt McNamara) and Sqn Ldr Rodda (or Flt Lt Whitmore).
- 7. 'Q', ZE356, flown by an unidentified crew.
- 8. 'N', ZE357, Flt Lt Stinton & Flt Lt Uren.

The sheet offers a number of styles of these machines, including the early markings with a grey tail and black tail codes, or the Tiger Meet scheme from 1988 without rudder stripes. The full 1988 Tiger Meet scheme with rudder stripes is also possible, as is the standard No. 74 Sqn scheme with the black tail and yellow outlined codes.



The decal sheet from YHD72-01

1/48th Scale

YHD48-14 - F-4J(UK) Phantom II. This is just a scaled-up version of YHD72-01 and it offers all eight of the options listed for that smaller scale sheet.



The four styles of Phantom scheme offered on YHD48-14

1/32nd Scale

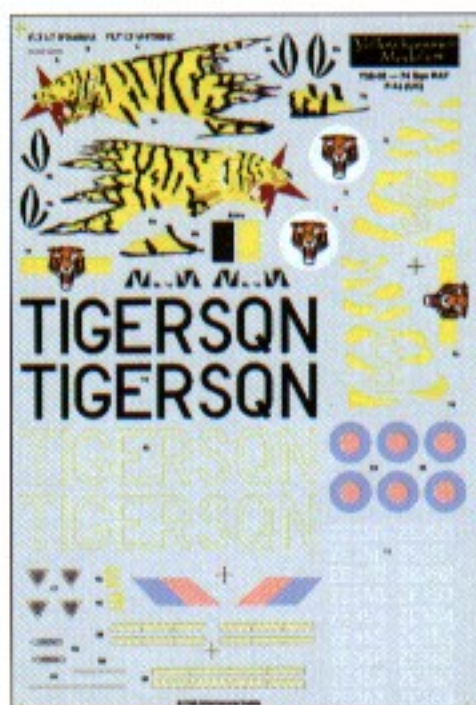
YHD32-05 - F-4J(UK) Phantom II. Once again this is a scaled-up version of the 1/72nd scale sheet (YHD72-01) and it offers all eight of the options listed elsewhere.

YHD32-06 - MiG Killer F-4J

This sheet offers markings for the only full marine crew F-4J that was a MiG-Killer during the Vietnam War. The aircraft in question is flown by Major Lee 'Bear' Lasseter and Capt John 'Lil John' Cunningham of VFMA-33.



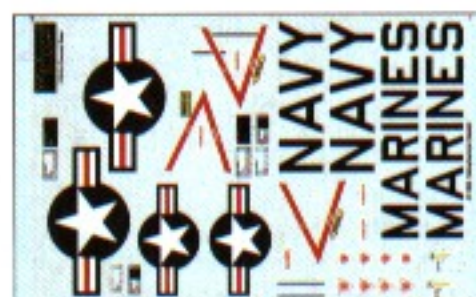
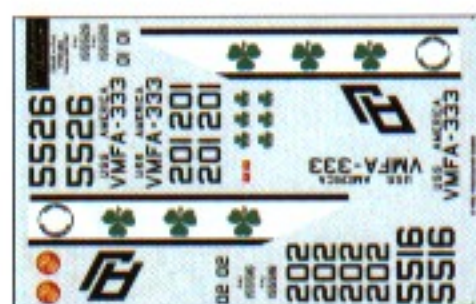
Cunningham of VFMA-33 'Trip-Trey', from USS America on the



The one and a 'bit' sheets offered in YHD32-05



The two colour schemes available on YHD32-06



The two decal sheet in YHD32-06

11th September 1972. At the time their usual aircraft (5516/202) was not available, so they flew the commander's machine (5526/201). This sheet from Yellowhammer allows you to model either the actual MiG-Killer, or the aircraft in which the crew later painted the kill markings (Lasseter & Cunningham's usual aircraft).

Conclusion

Each of these sheets is to the highest quality and I am sure that Phantom fans will be delighted to see the RAF options in all three major scales.

Yellowhammer decals are now exclusively distributed by Meteor Productions, and out thanks go to them for the review samples.

Exact Decals & Details

Recently it came to our attention that this firm, who you may recall released a lot of fine rub-down transfers a few years ago, have now launched a large series of decals, all of which are to 1/144th scale.

The samples that are listed below were passed to us by SAMI reviewer Paul Gold.

1/144th Scale

#144. Netherlands

This sheet offers a large number of RNethAF roundels in three sizes.

#144. Norway

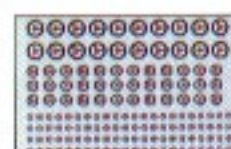
This sheet offers a good selection of Royal Norwegian Air Force roundels in three sizes.

#144. Singapore.

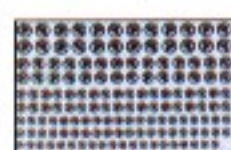
This sheet offers the 'Lions Head' roundel of the Royal Singapore A.F in four different sizes.



#144. Netherlands



#144. Norway



#144. Singapore

Conclusion

Although each sheet only measures 60mmx95mm, because of the scale they offer a large number of actual images. 1/144th scale has not been well serviced in regard to decal sheets, and there have been very few like these which offer a mass of national insignia. We are currently unsure if these decals will be imported into the

UK, but the retail prices direct from the manufacturer are listed at between \$3 and \$6 per sheet. As with Exact's previous products, these new sheets are to the highest quality and they can be highly recommended to all 1/144th scale fans.

Leading Edge Models

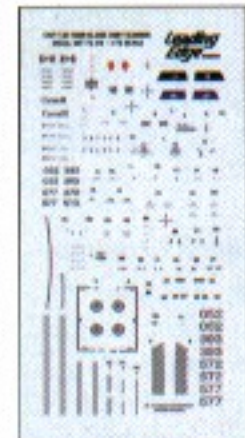
Two new subjects have just been covered in decal form by Leading Edge, and as usual, they are offered in a number of scales.

1/72nd & 1/48th Scales

72.19 - CAF T-33, Semi-Ghost Grey Scheme.



The overall scheme available on 72.19 & 48.19



The decal sheet from 72.19

- 1. T-33, 133572, No.417, RCAF.
- 2. T-33, 133577, No. 414 Sqn, RCAF.
- 3. T-33, 133052, No. 434 Sqn, RCAF.
- 4. T-33, 133393, No. 439 Sqn, RCAF.

Each of these machines is in a low-viz scheme of Semi-gloss Grey (FS 26173) overall with the inner faces of the tip tanks, canopy framing and anti-dazzle panel all in a matt grey (FS 36173).

The sheet is available in 1/48th scale as #48.19.

1/72nd, 1/48th & 1/32nd Scales

72.10 - RCAF, Canadair Sabre Mk 6

- 1. Sabre Mk 6, 23734, No.1 Fighter Wing, Marville, France, 1955-63.
 - 2. Sabre Mk 6, 23618, No.1 Fighter Wing, Marville, France, 1955-63.
- The sheet also offers alternative schemes for:
- 3. Sabre Mk 6, 23510, No. 410 Sqn, RCAF.
 - 4. Sabre Mk 6, 23734, No. 439 Sqn, RCAF.
 - 5. Sabre Mk 6, 23674, No. 439 Sqn, RCAF.

- 6. Sabre Mk 6, 23495, No.441 Sqn, RCAF.
- 7. Sabre Mk 6, 23618, No. 441 Sqn, RCAF.

This sheet includes complete markings for one machine, along with all stencilling. The comprehensive instructions give cockpit interior layout diagrams and an ejection seat sketch (from the official manual), plus a clear stencil placement chart and colour notes. Because some modification is required on the 1/48th and 1/32nd scale Hasegawa F-86 kits, this is also clarified in the instructions.

The sheet can be obtained in 1/48th scale as #48.10, or 1/32nd scale as #32.3.

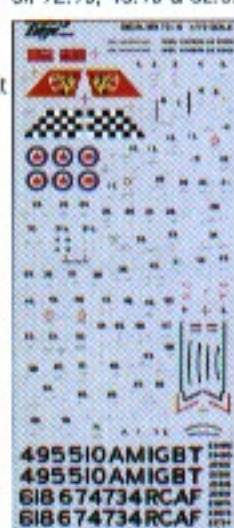
Conclusion

Leading Edge offer the best there is in regard to RCAF subjects, and these latest two sheets are no exception. Each is to the highest standard and can be highly recommended to all. Don't forget that they are limited production, so get them while you can. UK examples can be obtained from Hannants.

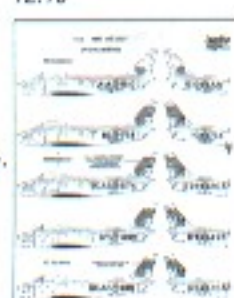
Our thanks to Leading Edge Models for the review samples.



The main option offered on 72.10, 48.10 & 32.3



The decal sheet from 72.10



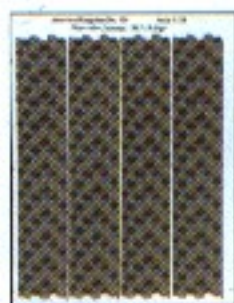
The alternative schemes offered on 72.10, 48.10 & 32.3

Americal/ Gryphon Decals

No less than ten news sheets have just been released by this firm, all of which are designed for the 1/28th scale Fokker Dr.I and D.VII from Revell®.

1/28th Scale No.154

This sheet offers the four-colour lozenge, as applied to the upper surfaces and suitable for the 1917-18 period.



154

No.155

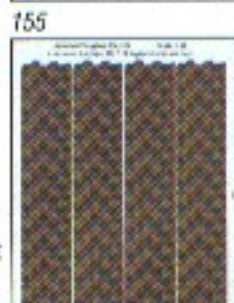
This sheet offers the four-colour lozenge (lower surfaces), from the 1917-18 period.



155

No.156

Another sheet of four-colour lozenge of the 1917-18 period, although this sheet depicts it in the 'reversed' style, as would be seen on the interior of the aircraft



156

No.157

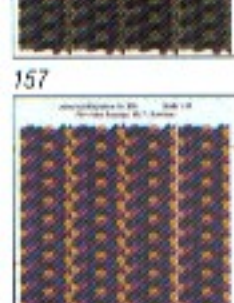
This is a five-colour lozenge sheet, depicting the style applied to the upper surfaces.



157

No.158

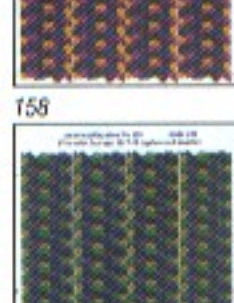
This second five-colour lozenge sheet offers the style applied to lower surfaces.



158

No.159

The third five-colour lozenge sheet depicts the fabric in its 'reversed' (interior) form.



159

Each of these lozenge decal sheets offers four lengths of 'fabric' in the appropriate colours

No.160

This is a sheet of rib tapes, suitable for aircraft in the 1917-18 period.



160

No.161 - Jagdeschwader II, Fokker Dr.I, 1917-18.

•1. Dr.I, S/No. & pilot N/K, Jasta 13, March 1918. This machine is in a standard works finish, but with the engine cowling and tail in white. There was

also a white arrow painted on either side of the fuselage.

•2. Dr.I, S/No. & pilot N/K, Jasta 13, Reneuil Ferme, March 1918. This aircraft is in the same scheme as the previous option but also had a light (not white) band around the mid-fuselage with dark bars on it. Americal/Gryphon has interpreted this to be yellow with red bars.

•3. Dr.I, S/No. N/K, flown by Lt Hans Pippart of Jasta 13, March 1918. This has pre-April 1918 crosses and is in the same scheme as option 1, although it also has a wavy white line around the fuselage.

•4. Dr.I, S/No. 115/17, flown by Lt Heinrich Gontermann of Jasta 15. This machine, in which Gontermann was killed due to the structural failure of the upper wing, is in a standard works scheme, but does have an enlarged windshield fitted.

•5. Dr.I, S/No. 218/17, flown by Lt Hans Müller of Jasta 15, early 1918. This machine's scheme is standard, but it does include a white engine cowling.

•6. Dr.I, S/No. 401/17, flown by Lt Kurt Monington, Jasta 15, early 1917. This machine is in a standard scheme, but does include the 'lift' arrows etc in white, which is unusual.

•7. Dr.I, S/No. 412/17, flown by Lt Chausson Waldow, Jasta 15, early 1918. Another standard colour scheme, this does feature a large white 'N' either side of the fuselage.

•8. Dr.I, S/No and pilot N/K, Jasta 15, early 1918. This machine features black and white stripes around the entire fuselage, with similar stripes on the horizontal tailplane.

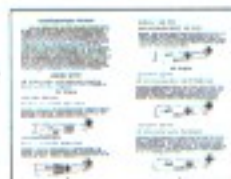
•9. Dr.I, S/No. & pilot N/K, Jasta 15, early 1918. This aircraft features the tail cross overpainted to leave a 50mm white border, a white cowling and two white bands around the fuselage.

The decal sheet includes all the unique markings for each option, along with one complete set of national insignia and a selection of airframe stencils and propeller markings.

No.162 - Jagdeschwader II, Fokker D.VIIs, Part I, 1918.

This sheet offers markings for the following machines:

- 1. D.VII (OAW), S/No. N/K, flown by Lt Alfred Greven, Jasta 12, August 1918.
- 2. D.VII (OAW), S/No. N/K, flown by Lt Hans Besser of Jasta 12 in September 1918.
- 3. D.VII (OAW), S/No. 6520/18, flown by an unknown pilot of Jasta 12 in November 1918.
- 4. D.VII (Fokker), flown by an unknown pilot of Jasta 13 in June 1918.
- 5. D.VII (Fokker), S/No. N/K, flown by Vzfw. Albert Hausmann of Jasta 13 in June 1918.
- 6. D.VII (Fokker), S/No. N/K, flown by Lt



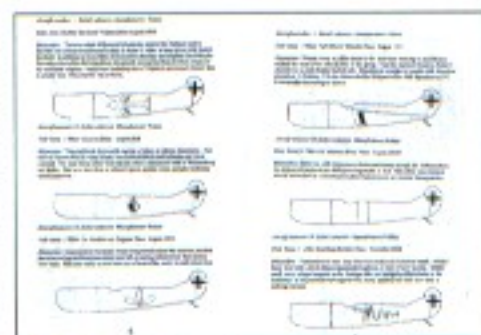
Five of the options on 161



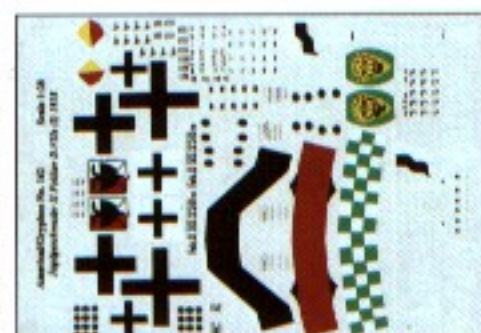
The decal sheet from 161

Werner Niethammer of Jasta 13 in the Summer of 1918.

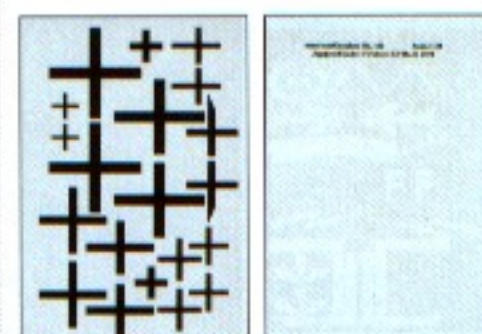
- 7. D.VII (Fokker), S/No. N/K, flown by an unknown pilot of Jasta 13 in June 1918.
- 8. D.VII (Fokker), S/No. N/K, flown by Vzfw. Johannes Fritsche in the Summer of 1918.
- 9. D.VII (OAW), S/No. & pilot N/K, Jasta 13, July 1918.
- 10. D.VII (OAW), S/No. N/K, flown by Lt Franz Büchner of Jasta 13 in September-October 1918.
- 11. D.VII (Fokker), S/No. N/K, flown by Lt Josef Veltjens of Jasta 15 in August 1918.
- 12. D.VII (Fokker), S/No. & pilot N/K, Jasta 15, August 1918.
- 13. D.VII (Fokker), S/No. N/K, flown by Joachim von Ziegesar, Jasta 15, August 1918.
- 14. D.VII (Fokker), S/No. N/K, flown by Vzfw. Gustav Klaudat, Jasta 15, August 1918.
- 15. D.VII (Fokker), S/No. N/K, flown by Lt Johannes Klein, Jasta 15, August 1918.
- 16. D.VII (Fokker), S/No. N/K, flown by Lt Hugo Schäfer, Jasta 15, November 1918.
- 17. D.VII (Fokker), S/No. 258/18, flown by an unknown pilot of Jasta 19.
- 18. D.VII (Fokker), S/No. N/K, flown by Lt Ulrich Neckel, Jasta 19, Summer 1918.



Six of the options on 162



The decal sheet from 163



The decal sheet from 163

No.163 - Jagdeschwader II, Fokker D.VIIs, Part II, 1918.

This sheet offers markings for the following machines.

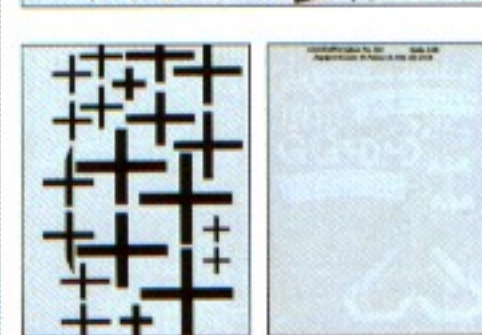
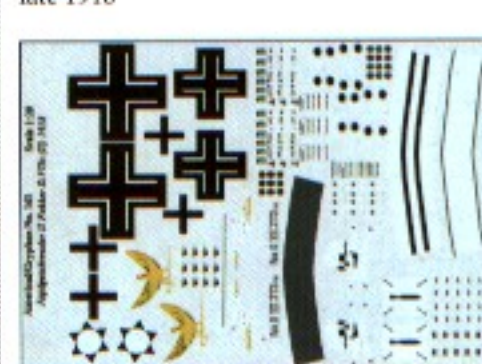
- 1. D.VII (OAW), S/No. & pilot N/K, Jasta 12, Summer 1918.
- 2. D.VII (OAW), S/No. & pilot N/K, Jasta 12, Summer 1918.
- 3. D.VII (Fokker), S/No. & pilot N/K, Jasta 12.
- 4. D.VII (Fokker), S/No. 373/18, flown by Uffz. Heinrich Piel, Jasta 13, June 1918.
- 5. D.VII (Fokker), S/No. & pilot N/K, Jasta

13, June 1918.

- 6. D.VII (Fokker), S/No. N/K, flown by Lt Grimm, Jasta 13, Summer 1918.
- 7. D.VII (OAW), S/No. N/K, flown by Gefr. Michaelis, Jasta 13, September 1918.
- 8. D.VII (OAW), S/No. N/K, flown by Lt Paul Wolff, Jasta 13, September 1918.
- 9. D.VII (OAW), S/No. N/K, flown by Lt Werner Niethammer, Jasta 13, September 1918.
- 10. D.VII (Fokker), S/No. N/K, flown by Lt Olivier von Beaulieu-Marconnay, Jasta 15, August 1918.
- 11. D.VII (Fokker), S/No. N/K, flown by Hptm Rudolf Berthold, June-July 1918.
- 12. D.VII (OAW), S/No. & pilot N/K, Jasta 15, August 1918.
- 13. D.VII (Fokker), S/No. 382/18, flown by Lt Georg von Hantelmann, Jasta 15, June 1918.
- 14. D.VII (OAW), S/No. N/K, flown by Lt Ernst Riedel, Jasta 19, Summer 1918.
- 15. D.VII (OAW), S/No. N/K, Flown by Lt Hans Pippart, Summer 1918.
- 16. D.VII (Fokker), S/No. N/K, flown by Lt Oliver von Beaulieu-Marconnay, Jasta 19, late 1918

Jasta 19, Summer 1918.

- 15. D.VII (OAW), S/No. N/K, Flown by Lt Hans Pippart, Summer 1918.
- 16. D.VII (Fokker), S/No. N/K, flown by Lt Oliver von Beaulieu-Marconnay, Jasta 19, late 1918

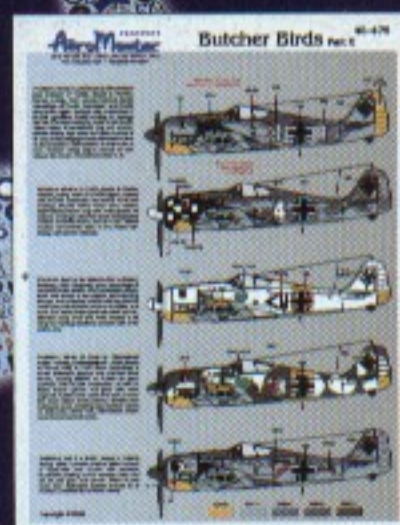


The decal sheet from 161

Conclusion

It is good to see both four and five-colour lozenge decals being produced in this scale. The rib tapes we had were, unfortunately, very poorly printed, with lots of 'fuzziness' along the edges. I also noted that many of the images on the Dr.I and D.VII sheets were smudged or had specks of black on them. I appreciate that markings of this era were not exact, and rib tapes were often just torn lengths of fabric, but I think that the otherwise excellent quality and depth of information offered in these sheets have been spoiled by the quality control. That said, our examples may just be 'duff' ones, so we will give them the benefit of the doubt. Please note also that the manufacturer has produced these decals accurately, and this means that due to the inaccurate nature of the Revell® D.VII kit, some of them will not fit the kit if built straight-from-the-box.

Our thanks to Americal/Gryphon Decals for the review samples.



48-476 Butcher Birds Pt X



48-477 Butcher Birds Pt XI

We give you more options...

New Releases

48-480 Stringbags! Pt I

- 1: Swordfish MkI K8397 'E4H' 813 Sqdn, HMS Eagle, Indian Ocean, Sept 1939.
- 2: Swordfish MkI P4137 '4K' 820 Sqdn, HMS Ark Royal, Egypt, April 1940.
- 3: Swordfish (serial unknown) '4A' 815 Sqdn, HMS Illustrious, Taranto, November 1940.
- 4: Swordfish K8375 '2Q' 810 Sqdn, Jamaica, October 1941.
- 5: Swordfish MkI P4127 '4F' 820 Sqdn, HMS Ark Royal, Mediterranean, April 1940.
- 6: Swordfish MkI P4615 '4A' 813 Sqdn, Gibraltar 1943.

48-488 Stringbags! Pt II

- 1: Swordfish MkI L2733 '703' 814 Sqdn,

HMS Ark Royal, 1939.

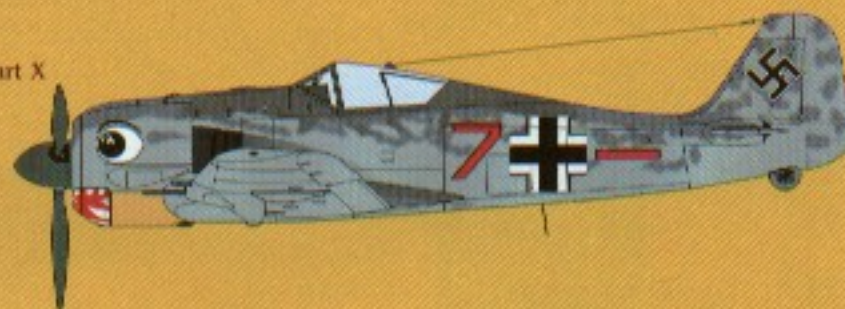
- 2: Swordfish MkII NE951 'S1' 860 Sqdn, Netherlands Navy, HMS Gadila, 1944.
- 3: Swordfish MkII LS434 B3 'Benvorlich' 836 Sqdn, HMS Empire MacMahon, 1944.
- 4: Swordfish MkII LS348 'KL' 756 Sqdn, RNAS Katukarunda, Ceylon, 1944.
- 5: Swordfish MkII LS231 'D' 824 Sqdn, HMS Striker, Nth Atlantic, Sept 1944.
- 6: Swordfish MkI L2742 '529' 701 (Catapult) Flight, RNAS Kalafrana, Malta, 1938.

48-476 Butcher Birds Pt X

- 1: Fw190A-2 White 8, Anni, of 7/JG2, France, May 1942.
- 2: Fw190A-4 White 4 of 1/JG1, Holland, 1943.

Butcher Birds Part X

48-476



- 3: Fw190A-4 of JG54, Russia, February 1943.
- 4: Fw190A-4 White 10 of 1/JG54, Russia, 1943.
- 5: Fw190A-2 Red 7 of 5/JG1, Holland, Spring 1942.

48-477 Butcher Birds Pt XI

- 1: Fw190A-6 White 5.
- 2: Fw190A-7 White 20, April 1944.
- 3: Fw190A-4 White 10 of 1/JG 1 July 1943.

48-478 Mustangs Forever Pt III

- 1: P-51D-15-NA (44-12434) 'Short Fuse Sallee' 356th FS, 354th FG, England 1945.
- 2: P-51B-15-NA (43-14888) 'Glamorous Glen III' 363rd FS, 357th FG, Spring 1944.
- 3: P-51D (44-13948) 'Arsons Reward' 353rd FS, 354th FG, 1945.

48-479 Mustangs Forever Pt IV

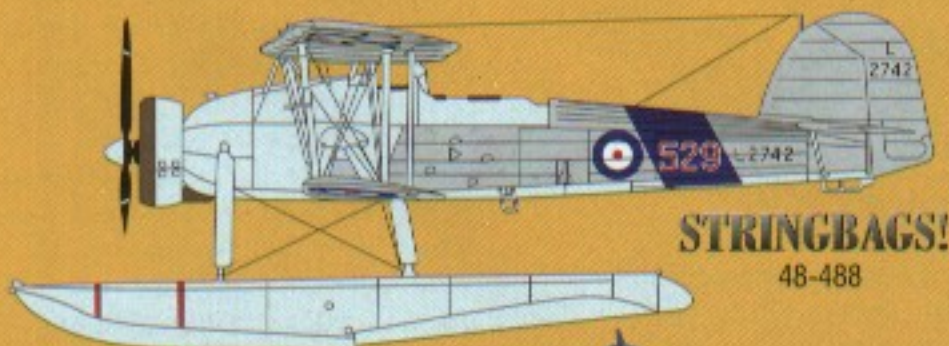
- 1: P-51D-15-NA (44-63497) 'Angels' Playmate' 353rd FS, 354th FG, May 1945.
- 2: P-51D (44-13561) 'Short Fuse Sallee' 356th FS, 354th FG, June 1944.
- 3: P-51D (44-14426) 'Scat 5' Jan/Feb 1945.
- 4: P-51D (44-72922) 'Scat VII' March 1945 to end of war.

48-481 Mitchell Collection Pt III

- 1: B-25D-1 of the 500th BS, originally christened 'Boom Boom', retired Oct 1944.
- 2: B-25D-1 of the 501st BS, 'The Gay Mare', crashed Aug 1944.
- 3: B-25D-1 of the 499th BS, 'The Lucky Bat', July 1943.

48-482 Mitchell Collection Pt IV

- 1: B-25D-1 #41-30019 of the 499th BS, 'Hell's Bells', November 1944.
- 2: B-25D-1 #41-30019 of the 499th BS, 'Hell's Bells', November 1944.
- 3: B-25D-5, a veteran of the 500th BS, 'Rita's Wagon', retired December 1944.



STRINGBAGS!

48-488

The Finishing Touch

Featured this month is a modified FW-190 Otaki/Artl kit by Gaston Bernal using AMD decal sheet 48-232 - Rammjagers ptII - and selected paints from the Warbird Acrylic Color range.



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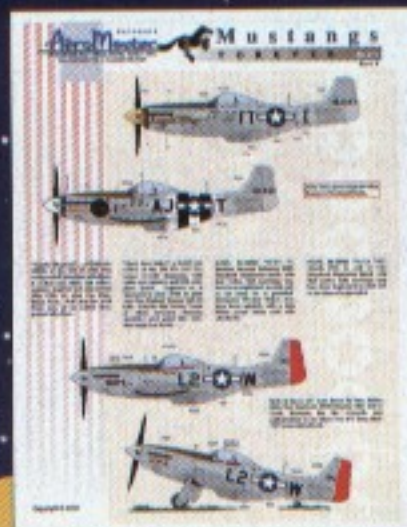
US \$7.⁰⁰ for 12 issues.

Overseas \$10.⁰⁰

Join Now!



48-478 Mustangs Forever
Pt III (P-51s)



48-479 Mustangs Forever
Pt IV (P-51s)



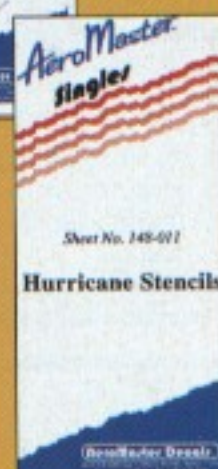
48-481 Mitchell Collection
Pt III (B25s)



48-482 Mitchell Collection
Pt IV (B25s)



148-030 F-16 Falcon Stencils



148-011 Hurricane Stencils



Warbird Acrylic Colors

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- Q** Does my present paint range allow me to mask my models 30 minutes after spraying a color coat?
- Q** Is it masking tape safe?
- Q** Is it compatible with any other range?
- Q** Can it be used under or over any other brand?
- Q** Does it give me the smoothest finish available anywhere?
- Q** Does it dry very, very fast?
- Q** Does it allow you to wet sand for touch ups?

A ...if you are not happy with your answers, it is time you gave us a serious try. We are sure you will be pleasantly surprised about the ease of application and the results you will get with AeroMaster's Warbird Acrylic Colors.

In 1998, we introduced 40 new colors. UK, France, Japan, Russia, and modern US were added to our existing range in order to maintain AeroMaster's Warbird Acrylic Colors as the leading line of "state of the art" acrylic paint.

- Q** Does it offer you "tone down" colors for that scaled effect?
- Q** Does it offer you an easy "water clean up" for your equipment after use?
- Q** Do you need special thinners or can you use plain water (distilled water works best)?
- Q** Does it spray as easily as it hand brushes?
- Q** If mistakes happen, can they easily be removed by simply spraying some detergent over the freshly applied finish and rinsing it under the water tap?
- Q** Does my present range offer me a really tough finish that will not peel, chip, or rub off once dry?



"I recently used AeroMaster decals for the first time and was thrilled with the result!... Since then I bought some more sets and hope to finish more models using your decals in the future"
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**World Wide
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Supermarine Spitfire Mk XII

1/32nd
SCALE



Technical Data

Manufacturer: Hasegawa
Scale: 1/32nd
Kit No.: ST2 (08052)
Price: £15.00
Type: Injection Moulded Plastic
Parts: Plastic 83 (Dark Grey), Clear 10
Decal Options: 2 (No.601 & No.303 Squadrons)
Manufacturer: Hasegawa Seisakusho Co., Ltd.
UK Importer: Amerang Ltd.



While talking with Neil Burkhill of Paragon Designs some time ago, he mentioned that due to the success of the 1/32nd scale conversions for the Mosquito, he thought that he would do some for the Spitfire, which would include the Mk XII and XIV. In due course, the Mk XII made it into my local hobby shops in Toronto, and I purchased this conversion for use with the Hasegawa Mk V kit. All that is required to make a Mk XII is contained in the well stuffed package, plus Neil's minimalist instruction sheet which tells all. Having used Paragon's resin parts to convert the Revel Typhoon to the bubble top, almost finished the Mossie prototype, and working on the forty-eighth Lincoln conversion, I am used to this type of instruction sheet.

Spitfire Mk XII

The Mk XII Spitfire was the first of the breed to have the Rolls-Royce Griffon engine installed, and as such was developed to produce its greatest speed low down. It came at a time when the Jabo of the Luftwaffe were making a nuisance of themselves by nipping across the Channel at zero feet, lobbing a few bombs into the coastal towns, and skeddaddling back home in time for coffee.

Depending on who you read, the Mk XII in its intended role was either a moderate success, or a miserable failure. Only two RAF squadrons were issued with this version, Nos. 41 and 91. The former is much photographed, but try to find a shot of a complete No.91 Squadron Mk XII, and you will come up empty handed. Requests on the Internet for

aircraft of this squadron all pointed me towards the first squadron. Knowing that all conversions would be completed as 41's aircraft, I wanted to be different!

When building a model, I like to immerse myself in the aircraft, to take it in by osmosis. Thus I dug out the 'bible' on Spitfires, the Morgan and Shacklady book, and read the chapter on the Mk XII. What I learnt was the following:

- 1. Flush rivetted fuselage.
- 2. Universal wing, with clipped tips.
- 3. Outboard cannon fairing capped.
- 4. Lengthened fairings for the cannon.

This at first shows itself when comparing the amount of cannon protruding from the fairings. On the longer fairings, there is a straight section from out of the wing, then the taper to the muzzle. At first I thought this indicated fitting Mk V cannon, which were shorter in the barrel.

•5. Elimination of the hot air de-icer ducts from the lower surface of the wing. This is advised in the instruction sheet. A check of all available undersurface shots of the aircraft show that this is so. The thinking must have been that since the aircraft was not going to fight at the freezing levels encountered by the high-flyers, then the heating ducts were not needed.

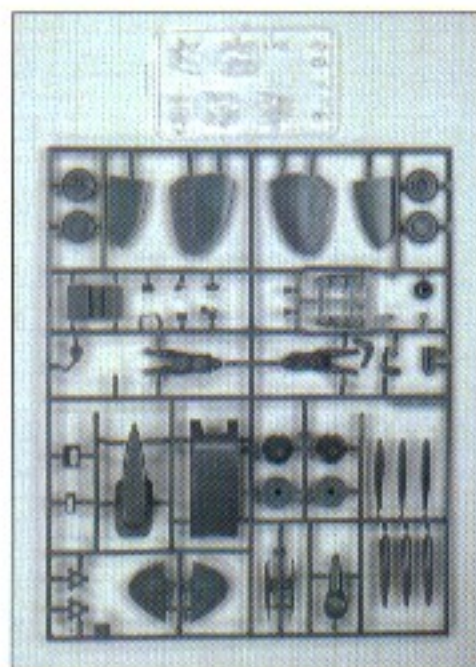
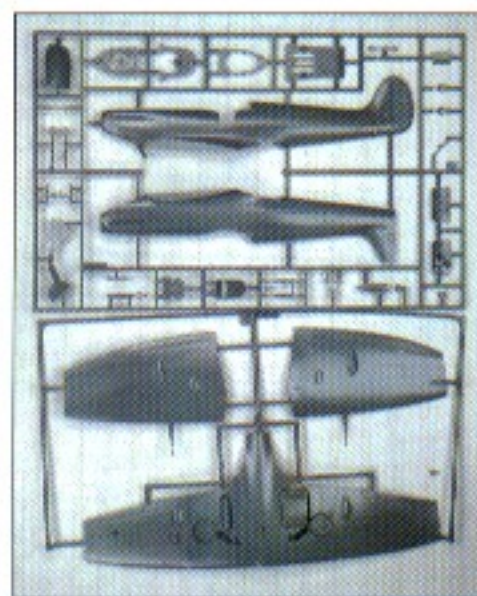
Start The Build

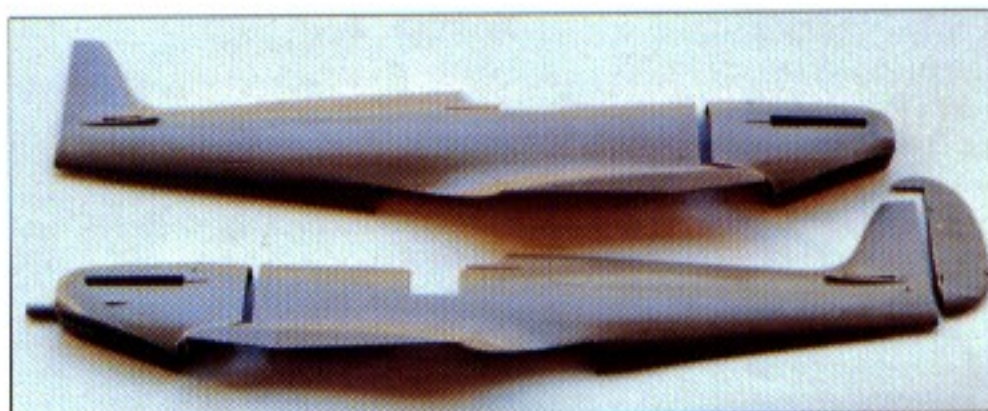
Step 1 was to cut off the nose section of the two fuselage halves, following the raised panel lines, as indicated in the instructions. A cut was made slightly forward of the panel line to allow for cleaning up later. Repeated cuts were made following the wing root, until the plastic broke away when gently bent. The rudder was cut through using a thin saw blade.

Step 2 used the resin fillers to be glued in place on the inner surfaces of the upper and lower wing halves, to fill in the ammo drum bulges.

Somewhat sceptical about this method, I

nevertheless glued them in place with cyano and, using a coarse file initially, took the major portion of the height down, then finished it off by scraping with a No. 11 blade in a knife. This worked well, after which the area only needed





The Hasegawa kit fuselage, with the nose and rudder areas removed



The drum bulges are filled in with the resin pieces...



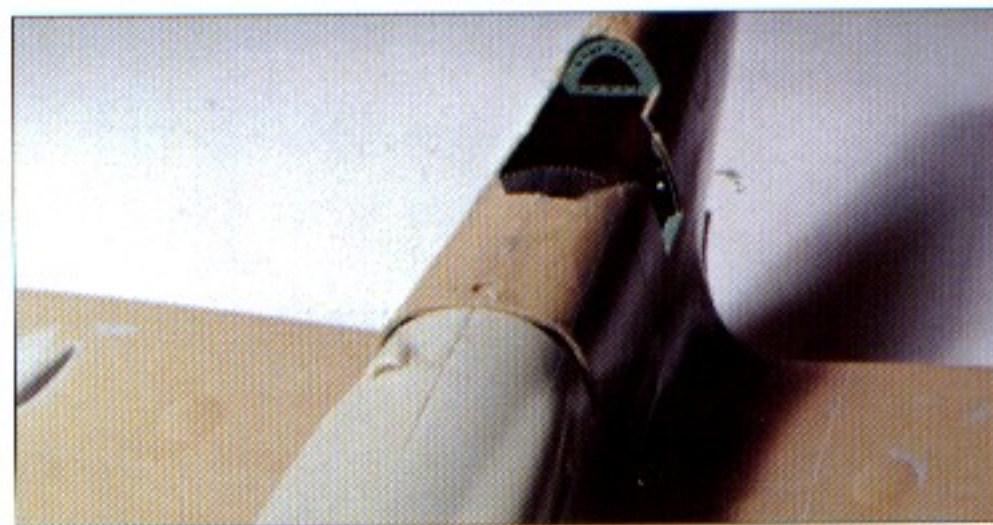
...then they are rubbed down on the upper surface



a little filling using Gunze Sanyo Mr Surfacer 500.

Step 3 continued to fill in on the wings, in this case it was the hot air outlets, located on the underside.

Step 4 installed the new slimmer bulges for the belt feed mechanisms on the upper surface of the wings. These were found to be much too long, when compared to the photos of the real aircraft. A maximum of 7mm was removed from the front, after which they were re-shaped. The front end, line up with the front of the wheel bulges, and are placed slightly outboard of the cannon barrel. They needed a slight amount of work on the underside, to shape them to the wing surface, after which they were glued in place using cyano.



The initial test fit of the new nose highlighted some potential problems!

Step 5 The Cockpit

Deep research has shown that all Spitfire seats were made of 'plastic', (from February 1940) in this case Bakelite, which if memory serves me right, was a reddish brown colour, like toffee, and that the seats were installed unpainted. There is an excellent colour photo of this seat in Douglas Bader's *Fight for the Sky*, which also shows that the Sutton harness was made of webbing, and was a distinct khaki colour. The metal eyelets were made of brass. The same research showed that the instrument panel was made of plastic, although in this case the colour was black. So, at least two parts of the model follow the original!

When I went to retrieve the kit from my 'Polystyrene Pit', which is a room in the basement, I thought I had a Mk V kit on hand, but all that I could find was a very old Hasegawa Mk VI. I used this model, and at a later date had to modify the wing tips from the extended ones to the clipped version.

The seat was painted a dull red colour, using Compucolour Roundel Red, and all other parts were painted either Humbrol Interior Green, or black. Since this is a conversion, I had no intention of spending too much time making up the cockpit, a set of seat belts was all that I would add... so many models, so little time.

Having installed the side panels in the office and the other bits and pieces, the rear frame was glued in place and the fuselage closed. I had determined that the floor, instrument panel, seat, etc. could be positioned from the underside. This allowed me to get onto the next stage.

Step 6. The new nose.

To check on the fit of the resin parts, I glued them together using white glue. The initial fit showed some problems with regard to the shape of the resin engine against the kit. The shoulders on the resin parts were more rounded, which meant a mis-match between the two. It was also obvious that the sides of the engine cowling sloped in, causing the wing roots not to line up. I taped the wings in

place to steady the fuselage, and after much fitting and fiddling decided that the best strategy was to glue the parts together and go from there.

Using the spinner as the focus point, the two sides were glued firmly in place, with, of course, cyano. When dry, the lower cowling panel was eased in place, but not glued. To cope with the pinched in cowling sides, a cut was made in the thick resin, (see photo), these were then held in the steam of a boiling kettle, and forced out at the bottom. This in effect solved the problem, but the misalignment at the shoulders would have to stay and be filled in. There was also a quite significant gap on the lower cowling to the fuselage, which could be filled quite easily using some spare resin sprues that I had kept. But when viewed in profile, it certainly looked like a Mk XII Spitfire!

Not at all convinced that the resin engine parts were at fault in the 10 o'clock and 2 o'clock locations, I got out a pile of picture books on the Spit and did some research. There were innumerable photos that showed indeed the Hasegawa kit was at fault, and that Paragon had got it right. Encouraged by this, the nose was carefully glued in place, and after setting overnight, the joins were cleaned up. To ensure that the kit plastic could stand the rework, it was 'painted' internally with cyano to about 1.5mm thickness and the kit was re-shaped by scraping along the area at fault towards the nose. Although it got really thin, it did not break through, and the result was much more pleasing to my eye.

With all that resin, there was a fear, expressed by some of my fellow modellers, that the kit would become nose-heavy, but a simple check showed that this would not be a factor!

The Hasegawa kit shows its age by having raised panel lines, so I decided to do a bit of re-scribing. Using a curved Xacto blade in a heavy handle, I followed the lines with a fairly heavy cut, after which the raised line was rubbed down with 1500 grit. I find that with using this method, plus a steady hand, I can get away from using a straight edge on the straight lines, as the curved blade does not wander off line.

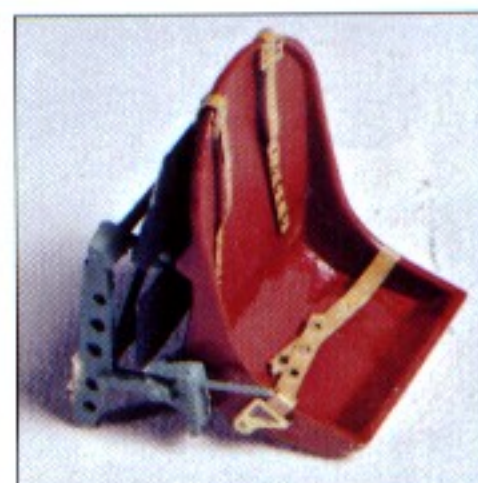


The Spitfire's seat was Bakelite, therefore the kit's unit was painted a red/brown colour

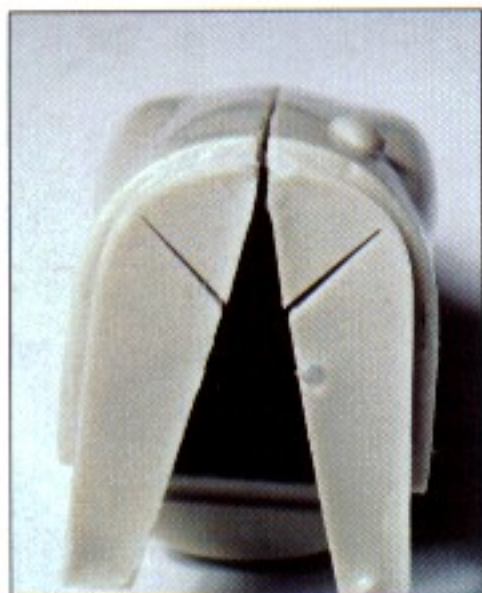
By now the hard part had been done. The replacement rudder was cut from the resin 'sprue' and cleaned up. The ribbing effect was toned down a little using wet 'n dry. The rudder trailing edges are commendably thin, a convincing demonstration of the sophistication of Paragon's moulding. Did I



The new bulges were applied to the upper wing surface



The Spitfire's seat was Bakelite, therefore the kit's unit was painted a red/brown colour



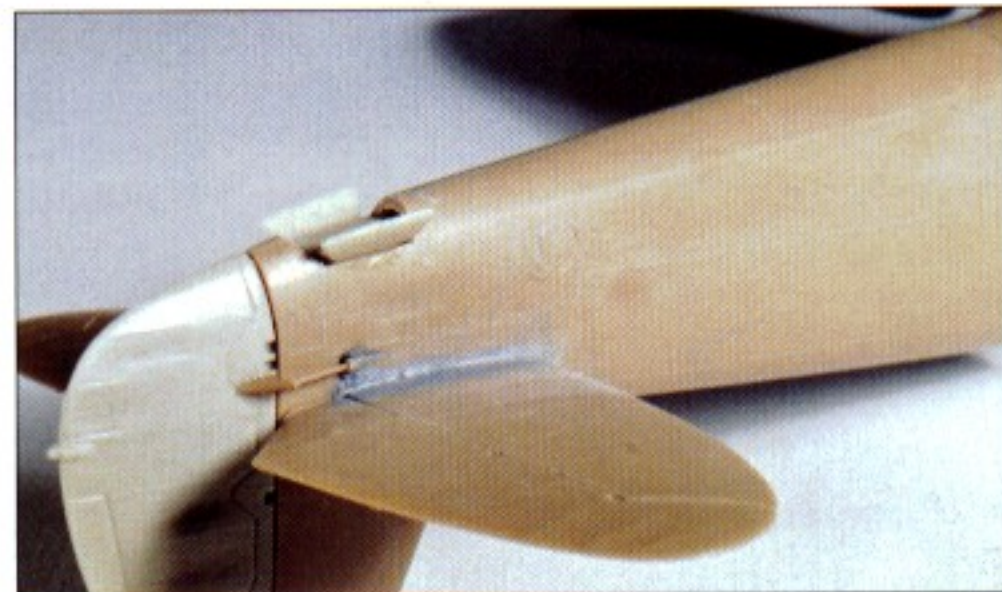
Cuts made in the resin nose to align it with the fuselage



The new nose installed



The replacement (Mk VIII style) resin rudder



The tail wheel doors of the Mk XII are also supplied in resin



The main undercarriage



The new cannon barrel in position

mention that I like this stuff?

The one distinct feature of the Mk XII, as opposed to the later marks, was the bump on the top of the cowling, between the cylinder banks. I believe this covered the generator. This is provided in the conversion, and like the wing bulges, was a tad too big. This was easily rectified, by rubbing down, until it approached the same size and shape as in the photos.

By now, I was impatient to get on to the completion stage, so the cockpit was painted and built up. This process simply followed the Hasegawa 'picturegraphs', as the instructions were all in Japanese, after which it was installed in the fuselage, and the serious business with the rest of the build could begin.

When I taped the wings into position, it looked as though there might be trouble with the wing roots, as there seemed to be a large gap at the trailing edge side. However, once the cockpit and associated frames were installed, the fuselage opened up, to the extent that there was a need to take some material off the roots to get the correct dihedral. Using solvent and cyano, the wings were attached, and after drying, Milliput was stuffed into the gap between the lower cowling and the wing. By placing it in the top of the fridge, at the back, the Milliput set quite quickly (I would not advise this in a fridge you are using for your food, as any fumes produced by the setting of the filler or cements may be harmful - Ed).

My model was to have a Mk VIII tail, with the retractable tail wheel, so the conversion supplied doors were used. This entailed cutting out part of the lower rear fuselage, and then just gluing them in place.

In anticipation of the new cannon fairings, the old ones were cut out of the wing, and the resultant hole cleaned up and the new cannon test fitted, but not installed. The same method was used for the supplied resin stubs. These new cannon were made by using a length of correct width aluminium tube, and the tapered fairings were fabricated by chucking a length of sprue in an electric drill and using a file and emery to get the taper.

The wheels as supplied by Paragon were not used, as I felt that in this instance the bulging effect was overdone. The tyres were inflated to fifty-seven psi (pounds per square inch) and as such would show very little in the way of a bulge. The undercarriage is a simple affair, with little scope for detailing, so just the up-locks were opened up, and some thin (10 thou) plastic rod was glued in place to represent the brake lines. The legs were then painted with Testors Modelmaster Non-Buffing Aluminium, as were the insides of the undercarriage doors.

The windscreen was installed using solvent, run in carefully with a brush, capillary action does the rest. The rear clear part required just a touch of filing to get it to fit level with the fuselage top. The screen was masked off with Tamiya Masking Tape, and the rear portion with Polyfilm M. The canopy was masked the same way, after which it was lightly glued in place using white glue.

Painting the beast.

Painting could now begin. I then proceeded to break the golden rule of all modellers, which is never to experiment on a model with something new. In this case it was, for me, a new brand of paint. Having painted the spinner and fuselage band with an old trustee, Gunze Sanyo Sky, I then masked them off and sprayed the lower surfaces with Polly Scale Acrylic British Sea Grey Medium. I found that this paint covered well, and dried to a good colour rendition. As usual with acrylics, the airbrush clean-up was accomplished with detergent and warm water. Using Tamiya Masking Tape, the undersides were masked off, and Polly Scale British Ocean Grey sprayed completely over the upper sides. When dry, the Dark Green areas were traced out with a pencil, and masked off accordingly. This last colour was Testors Acrylic, again a new brand to me, but the results were good.

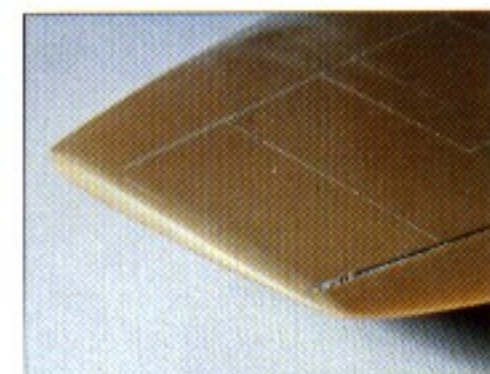
The yellow identification stripe was painted on the wing leading edges, using the same Testors Acrylic Yellow and whilst all this

was drying, the engine exhausts were removed from the plinth and cleaned up. There are two choices, either the fish tail variety, or the open exhausts. The aircraft that I was going to model had the fish tail fitted.

The machine gun blast tubes were masked over with tape on the full size machine, and the cannon, despite their killing nature, were precision instruments, and were prone to stoppages due to dust, etc. The muzzles were taped over, or as one report delicately put it 'the armourers used a common prophylactic'. The model was given several coats of Future Floor Wax, ... Johnson's Klear to you guys.

Decal Dilemma

There is a dearth of decals for thirty-second models, and although ADS in the UK is supplying some new sheets, the upper wing roundels for the Spitfire presented a problem. The sheet from ADS on the Typhoon could be utilised for the fuselage and underwing roundels, the squadron codes and the serial number, but it was then a matter of searching through my spare decal sheets accumulated over the years for the upper wing items. Nothing came to hand. As I always do when presented with this sort of dilemma, I sat and gazed at the walls of my basement, for it is there that the three hundred completed models hide. Sure enough, the old Revell 1/32nd Spitfire Mk I came into sight, and it had Type A roundels of the right size and colours. A most ancient kit of this model surfaced from the 'Polystyrene Pit', and although started by some long forgotten individual, the kit yielded the requisite decals, the edges yellowed, and the sheet tightly curled up. Reverently uncoiling them, somewhat like the Dead Sea Scrolls, the decals were trimmed and water flooded underneath. To my delight, they separated and transferred to the model with no trouble. Although the kit did not have a printing date on the box, those decals had to be thirty years old! Well done



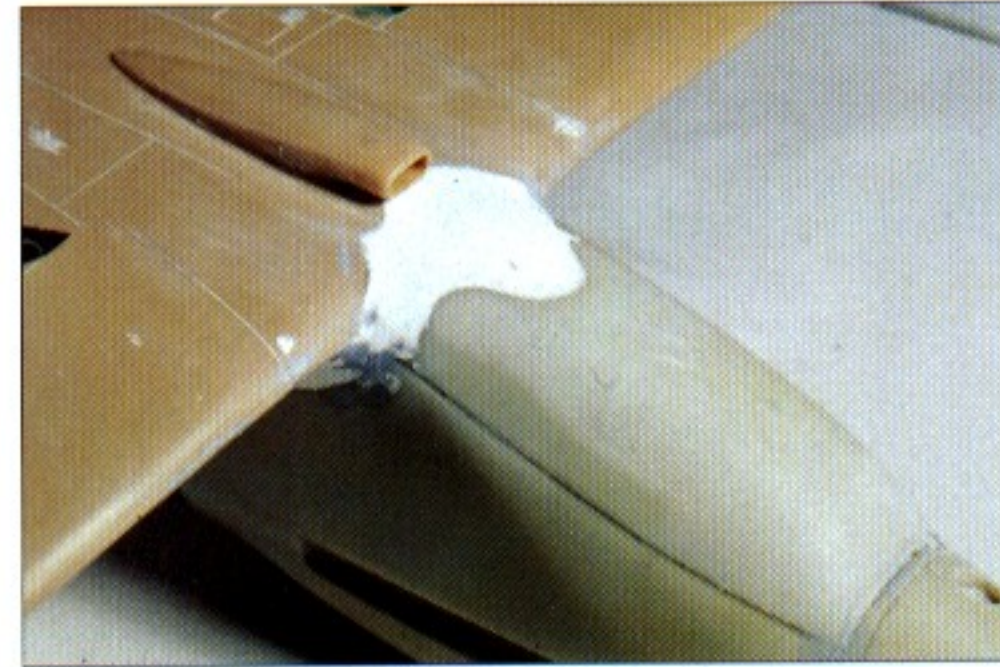
Having had to use a Mk VI kit, I had to convert its long span into the shorter version as seen here



Revisions to the cannon barrels (left) alongside a kit version on the right



Again filler is required along the top joint



Lots of filler on the wing to engine joint



Dark Green applied and masked, the Ocean Grey could be sprayed on



'Weighted' main wheels are supplied by Paragon, but in my view are over accentuated

Revell. Moral of the story, NEVER throw anything away.

I had decided to use the only photo of a No.91 Squadron aircraft that I could find, in Spitfire at War, Vol 1, and although it was a photo of a very bent version of the Mk XII, the bible said it had flown with the squadron for some nine months, so it must have seen some action in that time. As mentioned, the ADS sheet was used, but the letter 'L' had to be made utilising a 'T'. The 'M' in the serial number was the wrong kind, so I used one from a Ventura sheet which although in 1/48th, and slightly too big, when cut down, were just fine.

Final Moments

If Supermarine had taken as long to build Spits as I have taken to build this model, Britain would have lost the war! But now it was beginning to look like the beauty she was.

The gunsight was painted semi-gloss black, and with a bit of fiddling, installed. The seat, complete with Eduard seat belts, was shoe-horned into the cockpit and glued in

The completed model



place. The undercarriage went in using cyano gap-filling. This version of the glue gives a little time for adjustment before it sets.

The individual propeller blades were sharpened up at the roots, using a file, and the mounting lug shortened to bring the root closer to the spinner. I was somewhat at a loss as to the amount of pitch to incorporate on each blade, until I remembered that on the Lancs, Lincolns and Mosquito B.35s that I worked on, at the run-down before the engine was switched off, the props were moved to coarse pitch. Photos of Mk XIV Spitfires confirmed this. Having glued the spinner into position at the beginning, it was a case of accepting the blade locations as they were. Not that it mattered, engines do not stop with the blades perfectly horizontal to the ground or as an 'X'. Some tidy minded engine fitter does that! Using cyano, each blade was glued into position using the first one as a guide. The radio mast, and the upper identification light transparency were installed, as was the bump and wire for the IFF, (Identification, Friend or Foe). This latter piece is located under the fuselage, near the end of the wing root fairings, and is offset slightly from the centre line to starboard.

Finally, the wires for the radio were installed from the tailplane leading edge to the fuselage, going into the roundel. Stretched sprue and white glue did the job. The canopy pull handle from the Eduard set was white glued to the inside of the canopy, which was then clipped in place in the open position.

I must say that I enjoyed doing this conversion, although its gestation by my

standards was protracted. The Spitfire's a sweet looking aircraft, and the longer Griffon nose in 1/32nd certainly adds to its appeal.

Dereck Pennington

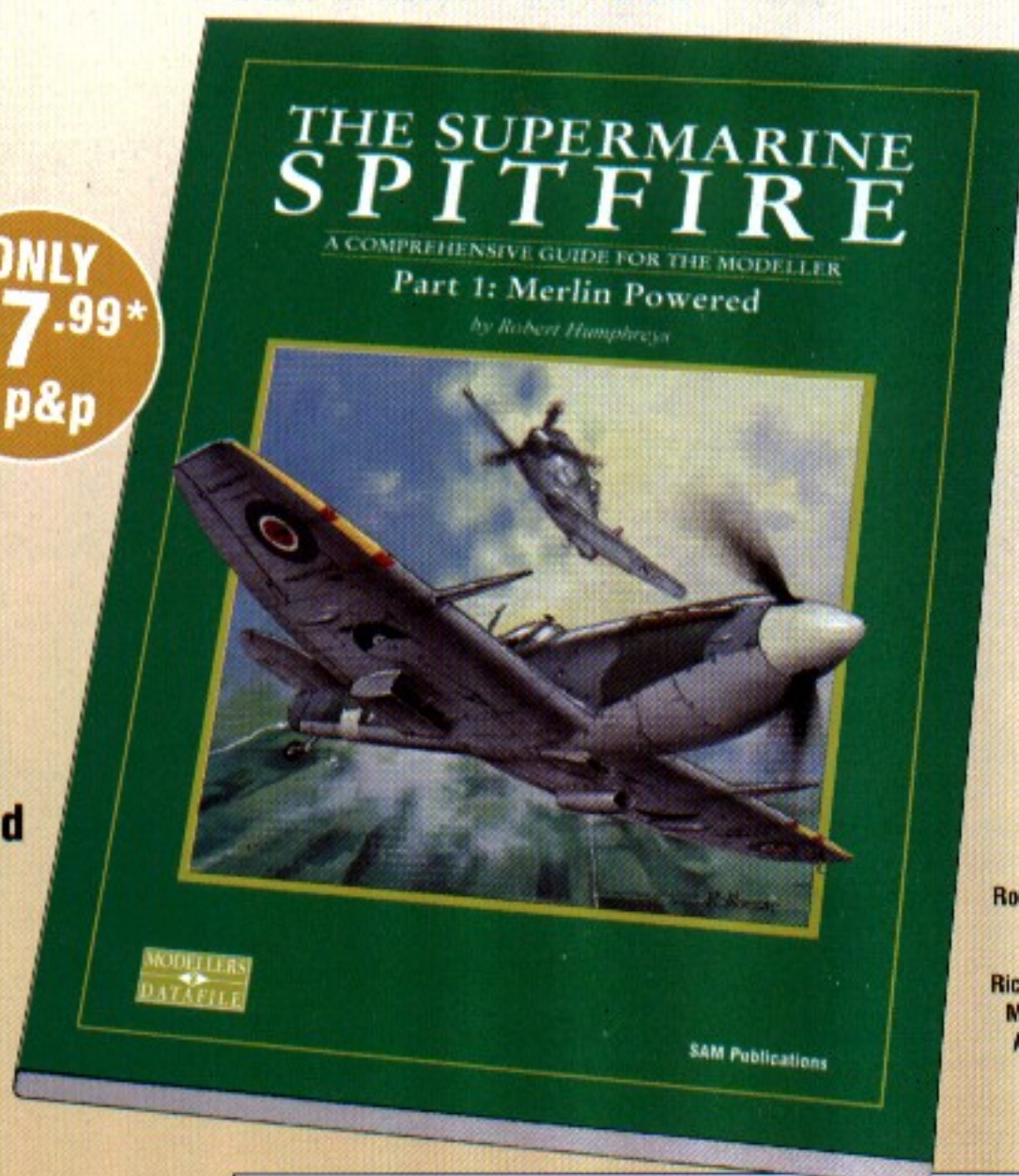
References - I bet I could quite easily fill a page with Spit references, but the salient ones are:
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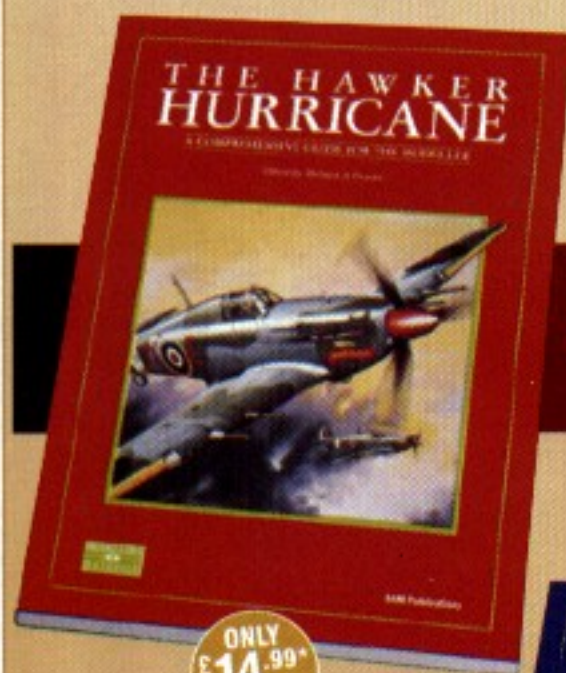


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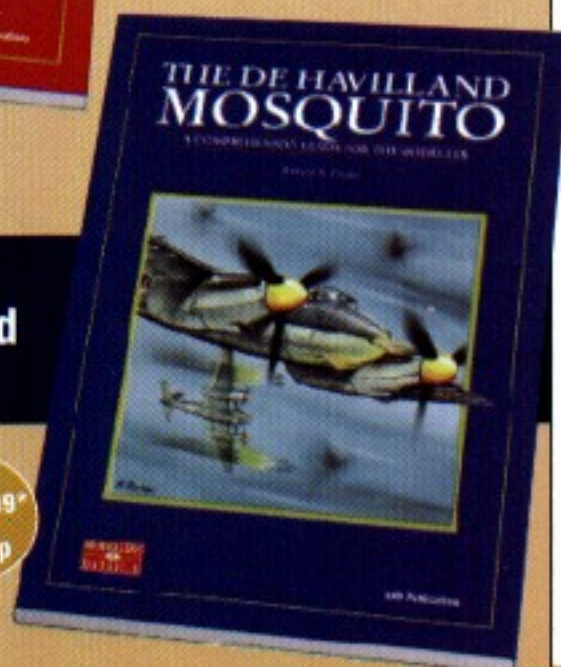
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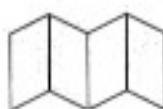
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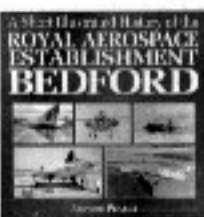
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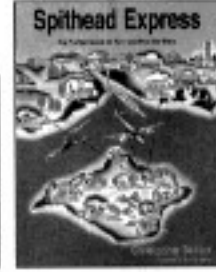
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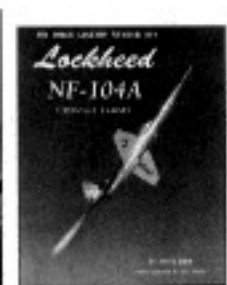
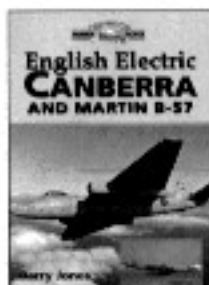
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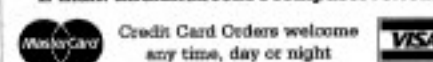
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'Skipper'

Curtiss P-40

by Michele Marsan

Early on the morning of January 31 1944, a Curtiss P-40L-15 named 'Skipper' took off from Capodichino (Naples) airfield along with other aircraft of the 86th (Comanches) Squadron for a strafing mission over the beaches of Anzio, as the allied landing had taken place a few days before. The pilot on this mission was Lt. Michael Mauritz, although 'Skipper' was

usually flown by Lt. E E Parsons. A few kilometres from the target the engine overheated, due to sabotage (a parachute had been pushed inside the cowling) and this forced the P-40 to crash land in the water off the coast, near Capo Portiere. The uninjured pilot was able to vacate the aircraft, but was ultimately captured by German troops. After various vicissitudes (including the bombing

by Allied aircraft of the building in Cisterna in which he was held prisoner, and a propaganda march in Rome by his captors to show the Allied prisoners...), Lt. Mauritz succeeded in escaping and he returned to his squadron on the 29th June 1944. That was the story as far as the pilot goes, but what about his aircraft?





'SKIPPER'

"Rip"

*Pilot Lt. E.E. Parsons
Crew Chief Sgt. Erwin*

'Skipper'
Curtiss P-40



Recovered

On January 12 1988 a team of aviation enthusiasts, with the co-operation of experienced divers set about lifting the wreck from its watery grave. The plane was in relatively good condition, lacking only the spinner, rudder and windshield. Today 'Skipper', after many months of freshwater washing and with some minor replacement of parts such as the tyres and a few aluminium panels, is exhibited as recovered from the sea in the 'Battle of Anzio' pavilion at Piana delle Orme, a beautiful museum inside a country farm near Latina, a few kilometres from the site of its crash landing some 55 years ago.

This aircraft is the only surviving P-40L in the world. The museum also contains many accurate scale dioramas, plus Allied and German vehicles (including a Sherman and an LVT), individual weapons etc. and there is also a Fairchild C-119 parked in the open air as a gate guardian. Some months ago, when the aircraft reached this final exhibition site and after a celebration which included the pilot on that last mission, now aged 80, I was commissioned by the director of the museum, Mrs Alda Dalzini, to paint a large colour panel with profiles depicting the aircraft in operational service. What followed was various discussions with other enthusiasts about the markings and insignias



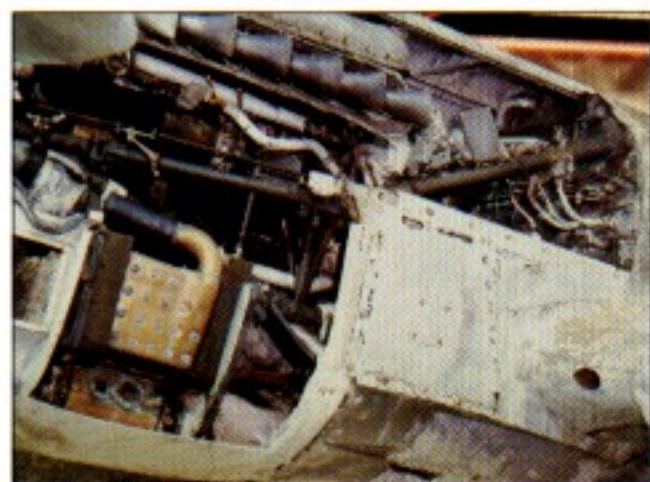
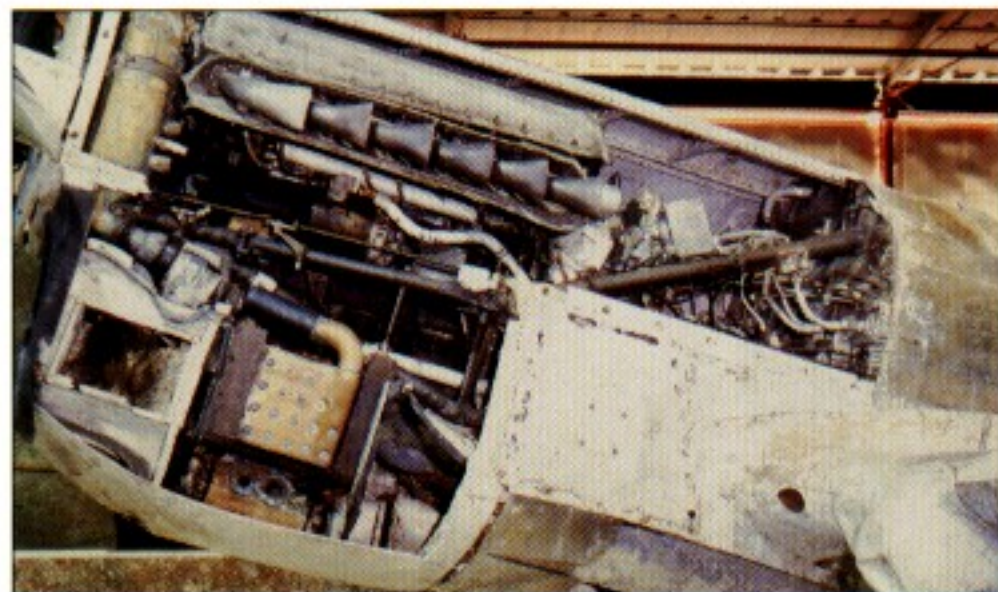
applied and we had a real difficulty, as the plane and pilot's name and mission markings were painted in washable colours and had therefore vanished as soon as the aircraft was recovered. These markings only survived in the photos taken during the recovery operation. Also, due to the oxidation of the paint, the fuselage code appeared red, when they were in fact white! Thankfully just as I was about to start, a number of black and white photos sent by the pilot and one of his comrades, Mr. Blair, were published in an Italian aviation magazine, so all our questions were answered.

If the camouflage scheme applied to 'Skipper' was typical of the era, it would be a

standard RAF desert scheme of Mid Stone and Dark Earth over Azure Blue, but the insignias applied were far from 'standard'. In June 1943 the USAAF officially adopted the white bars near the roundel. This P-40L, however, still carried the 'Operation Torch' style of roundel with a yellow border. On the left upper wing the roundel had two roughly (hand) painted white bars, and on the lower right wing there was the unusual combination of the yellow border, white bars and red outline! The squadron code 'X4' plus the individual '9' were in white, outlined in black, and these had been painted over the previous code ('S-2'). Noteworthy is the fact that the tail markings are the standard RAF fin flash,

which were adopted by American aircraft. However in the case of 'Skipper', the colours of the fin flashes were reversed on the right side (blue towards the rudder). On both sides of the fin the flashes had the serial number (210857) painted over them in yellow and white, the yellow sections being on that part of the serial outboard of the flash, while white was used for any part of the serial actually over the flash. Nothing remains of the colourful 'Comanche' badge on the cowlings, but its presence is well documented in photos of the aircraft, as is the case with the pilot and mission markings applied to it. A final note which will interest the modeller is that the cockpit colour was not the classic Interior Green but a dark grey, close to FS 36118. As far as armament went, the P-40L was a lightweight version of the Merlin-powered P-40F and so originally its armament was only four 12.7mm machine guns. In operational service this firepower was found to be inadequate and so in the later production batches more machine guns were reintroduced giving a total of six. The type also usually carried a ventral drop tank, or occasionally a 500lb bomb in its place. Rockets or six 50lb bombs could also be carried on underwing racks.

Michele Marsan



'Skipper'
Curtiss P-40



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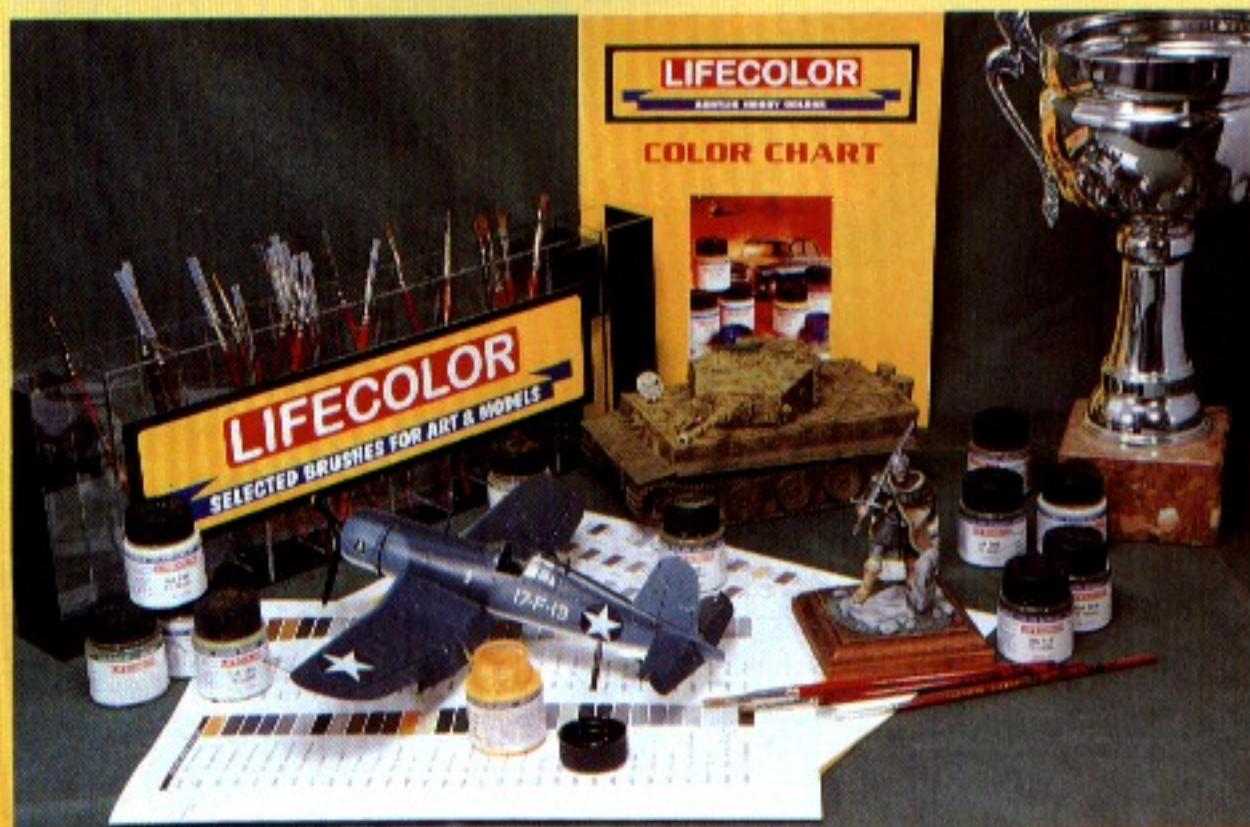
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Petlakov Pe-2 Peshka

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In 1938 the construction team CKB-29, lead by Vladimir Mikhailovich Petlakov, prepared a project for a high altitude fighter designated 'Samolyot 100' or WI-100 ('WI' means Wisotniy Istriebitel [high altitude fighter]). The machine was powered by two in-line M-105R engines (1,100hp) with TK-2 superchargers. It also had a pressurised cockpit for two crew members and good defensive armament consisting of two ShVAK 20mm cannon and two 7.62mm ShKAS machine guns. In May 1940 the WI-100 prototype was flight tested by P.M. Stefanovskiy and seven months later this was followed by the first test flight of the bomber version. The VVS (Voyenno Vozdushniye Sili - Soviet Air Force) needed a new medium bomber and so the bomber version of the WI-100 was chosen for further development work. Unfortunately it was not effective at high-altitude bombing and so the WI-100 was reworked for the dive bombing role. This prototype, designated PB-100



An early version of the Pe-2 warming up its engines

(Pkiuyushchiy Bombardirovshchik - dive bomber), was equipped with air brakes under the wings. The bomb bay, located beneath the wings, had accommodation for a standard load of 600 kg (maximum load 1,000 kg). The crew increased to three and the armament

was reduced to just four ShKAS machine guns. Two of these were fixed in the nose, while the other two were mounted in the dorsal and ventral gunner's positions. In the second half of 1940 this type was ordered into production at Factory No.22 in Moscow, and

was designated the Petlakov Pe-2. The biggest advantages of this new medium bomber were: high speed (550 km/h), good manoeuvrability, excellent range and good protection of the crew. For 1940/41 it was a really advanced aircraft with many interesting technical innovations. For example the Pe-2 was equipped with 50 electric motors which supported different systems: flaps, ailerons, trim tabs, radiator shutters, bomb bay doors etc. However, from the start the machine had some major faults. These included a high landing speed (over 200km/h) and the fact that it did not fly well on just one engine.

In the second half of 1941, after the German attack on the Soviet Union, the production of the Pe-2 was moved from Moscow to Kazan, and soon production increased. Production of the Pe-2 bomber was also undertaken at Factory No. 39 in Irkutsk.

During 1942-43 there were important changes to the Petlakov construction team. In January 1942 V.M. Petlakov was killed in a flying accident and he was succeeded by A.M. Izakson, who was later replaced by A.I. Putilov. Also since the beginning of 1943 V. Myasishchev had taken over as the leader of CKB-29.

During its production, the Pe-2 was modified a number of times. In June 1942 important changes in armament were introduced. The major weakness of the 'Peshka' (as the Pe-2 had been nicknamed) was poor defensive armament in the tail. The calibre of the ShKAS machine guns was not enough to stop attacking German fighters. Also the construction of the upper TSS-1 turret was not considered to be very good. To increase the firepower, 12.7mm UBT machine guns replaced the ShKASs versions. At the same time a new upper turret was



Petlakov Pe-2 (late series) preserved in the Polish Army Museum in Warsaw. It's one of only a few Pe-2 in aviation museums throughout the world. What a pity this exhibit isn't in good condition



The nose of the fuselage (note that the front part of the nose is missing)



The under surface of the nose



Under wing details. Note the air brake



Details of the canopy



The fuselage and the left wing



The rear view of the stabilisers

installed. The first one was the FT turret (Frontovoye Triebowaniye - front needs). The first production batch of the 'Peshka' equipped with this turret were the Series 82 airframes. The construction of the turret was very simple and therefore many earlier machines were retro-fitted with them as well. From the Series 110 the WUB-1 turret (Wierkhnyaya Ustanovka Bombardirowshika - upper bomber's turret) was installed and this was to be the standard version fitted to the Pe-2 until the end of its production. The turret had a wide angle of fire, but the gunner had to work in a very confined space and the type proved to be very complex. It is interesting to note that the best turret type was the FZ (FZ - Frontovoye Zadaniye - front duties) when it was evaluated in 1943. The FZ turret had the added bonus of being able to take a 20mm Berezin cannon. However Pe-2s with this form of FZ turret never reached series production. Why this was is a mystery as many Western and Soviet sources list the Pe-2FT and FZ designations for the

versions fitted with these modified upper turrets. It's worth remembering however, that these designations are unofficial as all airframes were known as just 'Petlakov Pe-2'. The differences between aircraft are only marked by their production batch.

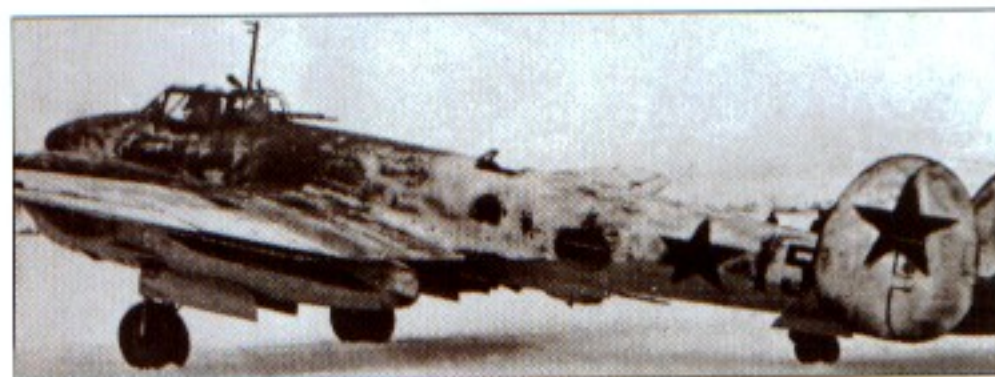
Other forms of armament were also installed in the Pe-2. These included the DAG grenade launchers and even launchers for RS rocket missiles.

During the rest of the war many other modifications were made to the 'Peshka' and the most important were:

- 1. Installation of the new, more powerful, M-105PF engines (1,210 hp)
- 2. Improved aerodynamics (revised shape of the air intakes in the wings)
- 3. New radio equipment
- 4. Better armour for the crew stations
- 5. New exhausts, with individual exhaust pipes
- 6. Modified landing flaps
- 7. Self-sealing fuel tanks
- 8. WISH-61P propeller replacing the original



Many women flew in the Voenno Vozdushniye Sily (VVS) during WWII. This photo shows the female crews of a Pe-2 Regiment



A Pe-2 of the 7th Bomber Aviation Regiment in winter camouflage

WISH-61 type

The production of the Pe-2 ceased at the end of 1945 and in all 11,427 machines were manufactured.

Versions

The main version was the dive bomber. During its five years of production, many versions of the 'Peshka' were built. Some were produced as series, while others were experimental only. This is the list of the most important types:

- Pe-2UT - Training aircraft.
- Pe-2R - Reconnaissance aircraft.
- Pe-2VI - High altitude fighter with M-105PD engines.
- Pe-2M - Bomber version with increased bomb load (2,000 kg) and VK-107A engines.
- Pe-2B - Bomber version with VK-105MF engines.
- Pe-2 'Paravan' - Aircraft fitted with an experimental installation to destroy balloon barrages.
- Pe-2RD - Experimental aircraft equipped with additional RD-1 rocket engines.
- Pe-2Sh - Ground attack version with different armament located under the fuselage (the major version was armed with two ShVAK 20 mm cannon and two ShKAS

7.62 mm machine guns).

- Pe-2 (M-82) - Version fitted with M-82 radial engines.

- Pe-3 - Heavy fighter built from the basic Pe-2 airframe.

- Pe-3bis - Modified version of Pe-3

Combat History

The first machines were delivered to the Soviet regiments in the first half of 1941 and replaced outdated medium bombers such as the SB-2, SB-3bis and the AR-2. By the beginning of German-Soviet War, 458 Pe-2s had been manufactured. The Pe-2 was used in combat from the first day of the war and attained some success. For example on 22nd June 1941 machines of the 5th BAP (Bomber Aviation Regiment) destroyed the bridge on the Prut River in Khalicz. The aircraft required great skill to get the best out of it and therefore only the most capable of Soviet airmen were able to get the true potential from the 'Peshkas'. Well trained crews proved hard opponents for the Luftwaffe and on the 5th October 1941 a Pe-2 flown by Lt. Gorslikhin was attacked by nine Messerschmitt Bf 109s. In the aerial combat that ensued the Pe-2 crew survived and downed three of the enemy. At this time the tactics of the Soviet bomber regiments were



The tail fin



The left engine nacelle



The engine nacelle. Note the individual exhaust pipes characteristic of a late version of the Petlakov Pe-2



The underside of the fuselage and engine nacelle



The tail wheel

The main landing gear strut (viewed from the back)

Details of the main landing gear wells



The main landing gear



The main landing gear door





The crew of a Pe-2 commanded by Lt. Ovsyannikov flew at least 107 missions over the Leningrad front during the war. Note the three emblems of the Red Banner Orders under the canopy

very old fashioned and not very effective. Bombers would attack the targets in close formations, wing-to-wing and without any escort. It's easy to understand therefore that they were easy prey for German fighters and in the first three months of the war the Soviet Air Force lost 2,169 medium bombers, of which 522 were Pe-2s.

During the winter of 1941/42 the Pe-2 played an important role in the defence of Moscow. They were used not only as bombers, but also as fighters and reconnaissance aircraft. A special version that was used to protect the Soviet capital was the Pe-2 'Shperacz'. This was similar to the Havoc Turbinlite used by the RAF, insofar as it was a standard bomber equipped with two searchlights under the wings that co-operated with single seat fighters. When the enemy aircraft was blinded by the Pe-2's lights it was attacked and (hopefully) destroyed by fighters. This idea proved to be

successful, and on the night of the 10/11th August 1941 resulted in the downing of at least four Luftwaffe bombers.

During the 1942-45 period the Pe-2 was the main Soviet medium bomber. On the Eastern Front it proved to be a very effective weapon against German armour and infantry. It is also interesting to note that the Pe-2 often operated as a fighter and gained successes in this role. For example on the 20th October 1943 a formation of Pe-2s attacked a group of eighteen Ju 87s and downed six of them with the loss of just one of their machines. The Pe-2 also served with the Soviet Naval Aviation (Baltic and Black Sea Fleet) units, sinking many Kriegsmarine ships. The Pe-2 fought throughout WWII and later it was used in Manchuria and Korea against the Japanese. The Petlakov Pe-2 was the mount of many famous Russian pilots: Hero of the Soviet Union: I.S. Polbin, A.P. Malin, P.I. Dobysh, A.P. Krupin and I.E. Korzunov. The

bomber division, under twice Hero of Soviet Union General Ivan Polbin, were the best exponents of the type. The formation of Pe-2s bombed from the dive, with each machine attacking the target many times and creating a giant circle of aircraft in the sky. This meant that every aircraft defended the tail of the previous one, a tactic that was to prove very successful on the Eastern Front.

Service Elsewhere

The Pe-2 also served with a number of other air forces. During WWII they served with the Polish Air Force. The first Polish unit equipped with them was the 1st Bomber Aviation Division, consisting of three regiments. In March 1945 this unit moved from the Soviet Union to Poland, but by the end of the war conversion training with the type had not completed. The Finnish Air Force used six machines. These aircraft had been captured by the Germans and were sold to the Finnish government and they were to see action against the Red Army. After the war Pe-2s served with many other countries including Bulgaria, Yugoslavia, Czechoslovakia and China.

Modelling the Petlakov Pe-2

For many years the only available kit of Petlakov Pe-2 was the old Airfix kit in 1/72nd scale. This model was very simple and had many faults both dimensionally and proportionally. In 1995 a new model of the 'Peshka' arrived. This kit was manufactured as an international co-operation; the documentation and moulds came from Russia, while the decals and packaging were Italian. The model depicted a late production series airframe equipped with the WUB-1 turret, the main war-time variant. The shape of the fuselage, wings and stabilisers are

correct. The panel lines are recessed, but according to Soviet sources are correct. The internal details, especially the cockpit is very poor. However, it's easy to correct using photo-etched parts offered by the Czech company Eduard (#72-206). Other disadvantage of this Zvezda/Italeri kit are the exhausts, which in the kit better depict the type fitted to the early versions of the aircraft. The later production series Pe-2 had individual exhausts pipes. The decals are for two machines in Soviet markings.

In early 1999 some more models of the Petlakov series were released. These models, depicting the Pe-2 and the Pe-3 were produced by Zlinek. Both models were prepared in co-operation with a Russian producer from Voronez. The kit of the Pe-2 (#A06) corresponds to a production Series 205 airframe, equipped with a WUB-1 turret. Without doubt this is the best model of the 'Peshka' currently available in 1/72nd scale. The kit has recessed panel lines and a very detailed interior. The quality of the plastic parts however is not very good but this is due to the low technology moulding process used, and these kits are therefore for the experienced modeller only. The decal sheet includes insignia for Soviet, Polish, Czechoslovak, Yugoslav and Finnish machines, but the instructions just depict two Soviet machines. Zlinek also offers an upgraded version of each kit, which includes photo-etched parts.

In 1/48th scale the only available model of the 'Peshka' is a vac-formed kit produced by Koster Aero Enterprises (#KAER 15). This kit also includes white metal, resin and photo-etched parts and decals and is once again very much for the experienced modeller.

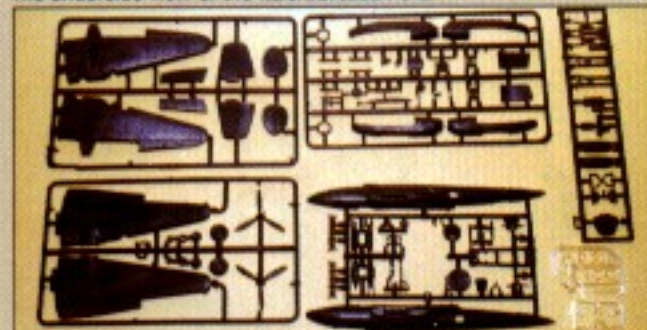
Przemysław Skulski



Another view of Italeri/Zvezda kit



The underside view of the Italeri/Zvezda Pe-2



Plastic parts of Zlinek's 'Peshka'



The model of the late version of Pe-2 built by Krzysztof Sikora. This kit is based on the Italeri/Zvezda kit but was upgraded with Eduard photo-etched parts. The model has Polish post-war marking.



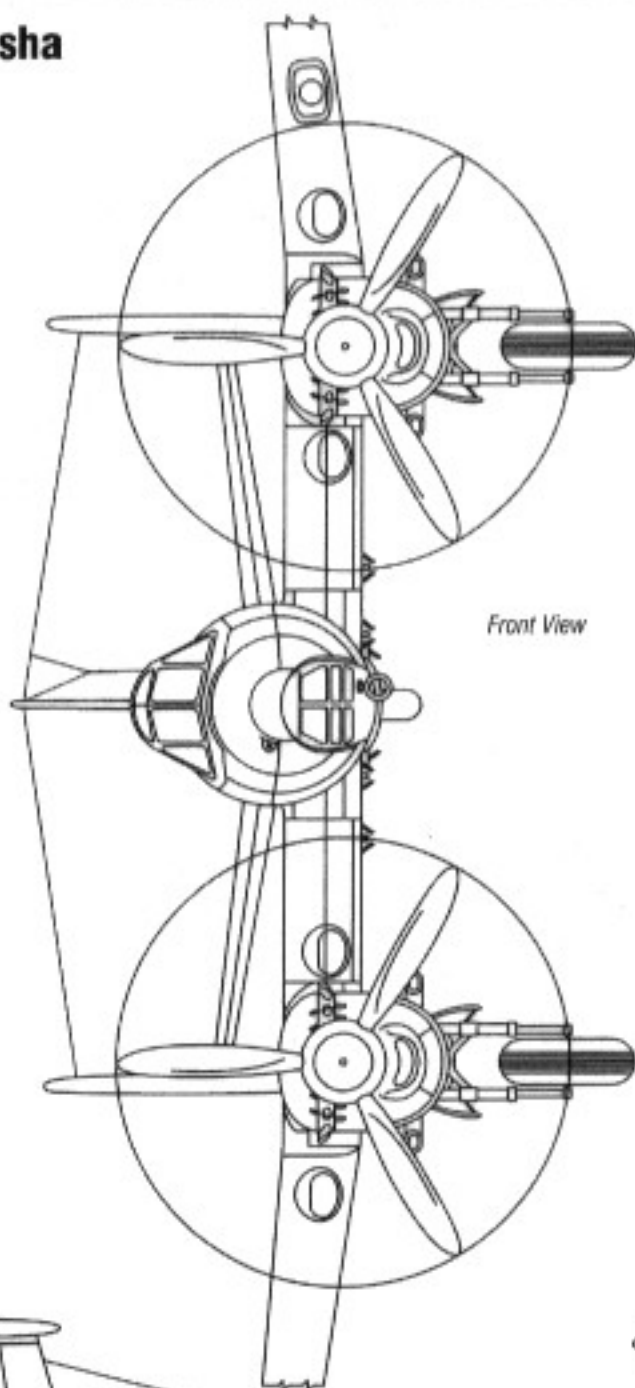
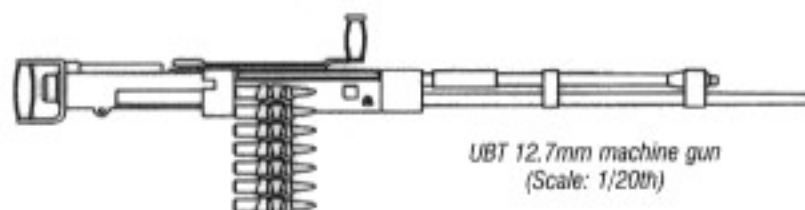
Box art of the Zlinek kit of Pe-2



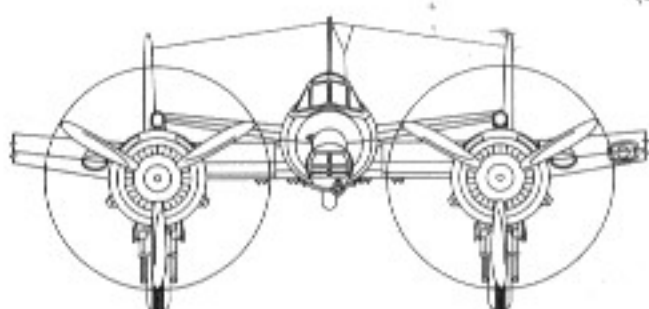
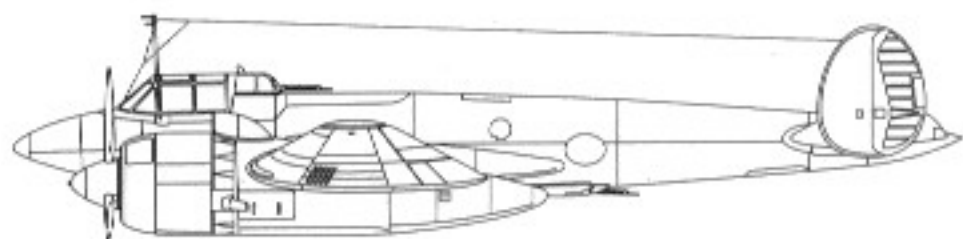
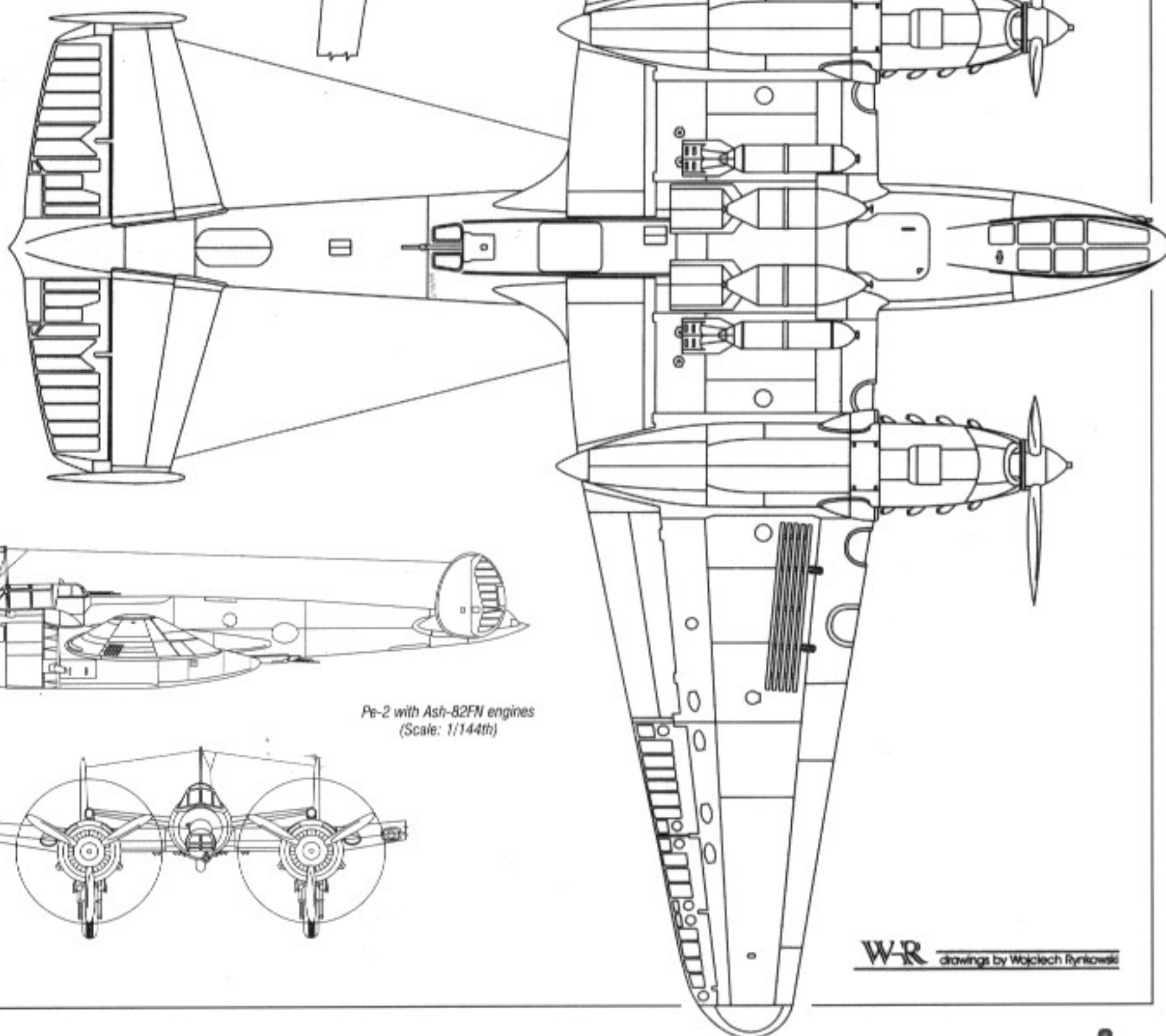
Details of the front fuselage

Petlakov Pe-2 Pasha

Scale: 1/72nd



Underside view of the Pe-2 (Late Version)



W-R drawings by Wojciech Rynkowski

Petlakov Pe-2 Pasha

Scale: 1/72nd

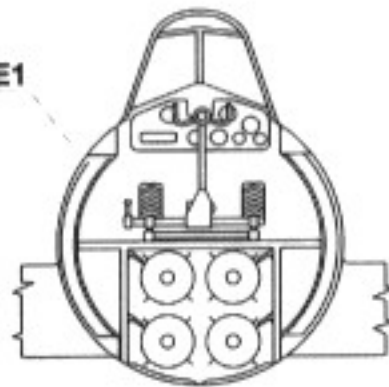


FAB-500 bombs

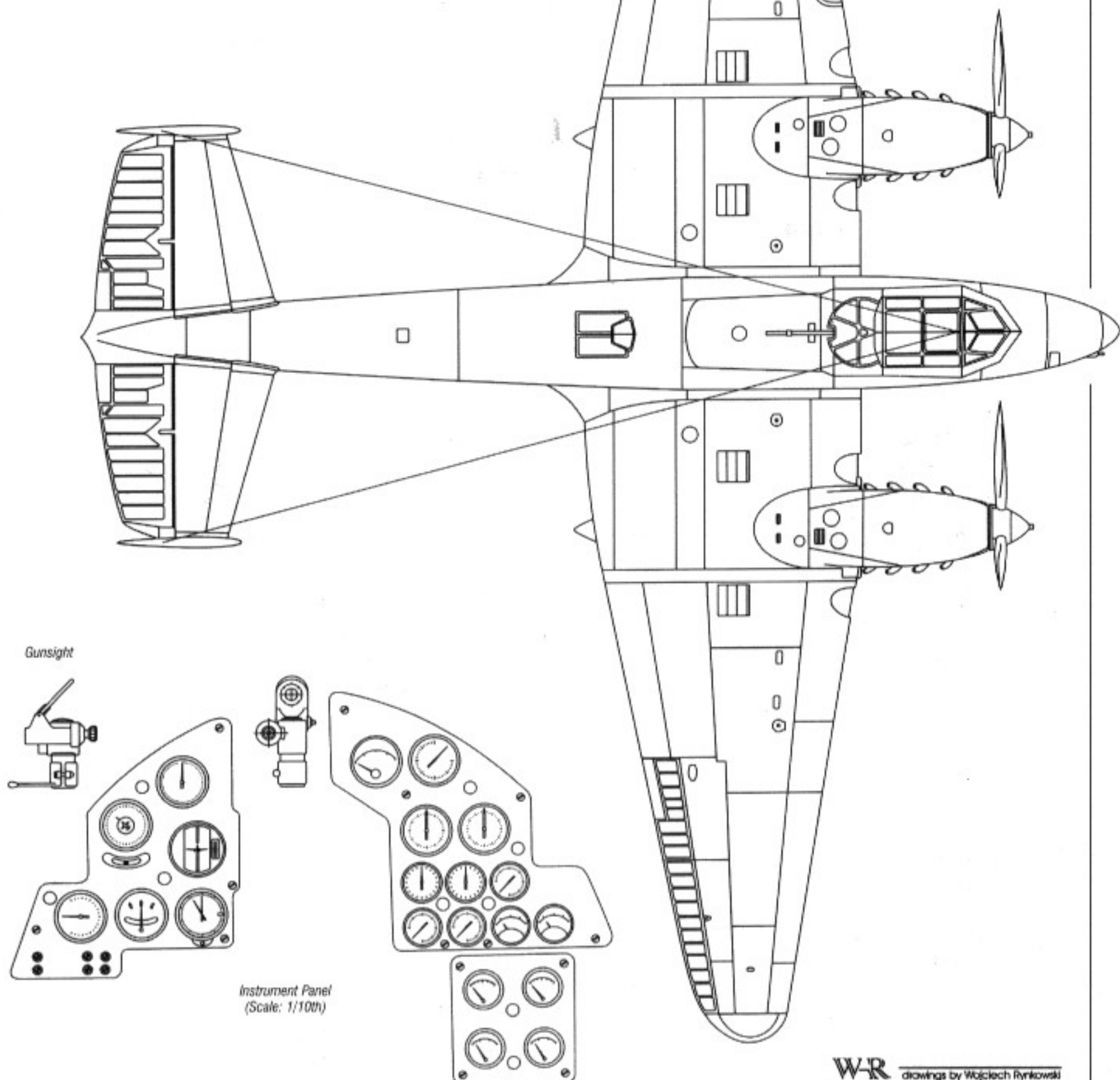


FAB-250 bombs

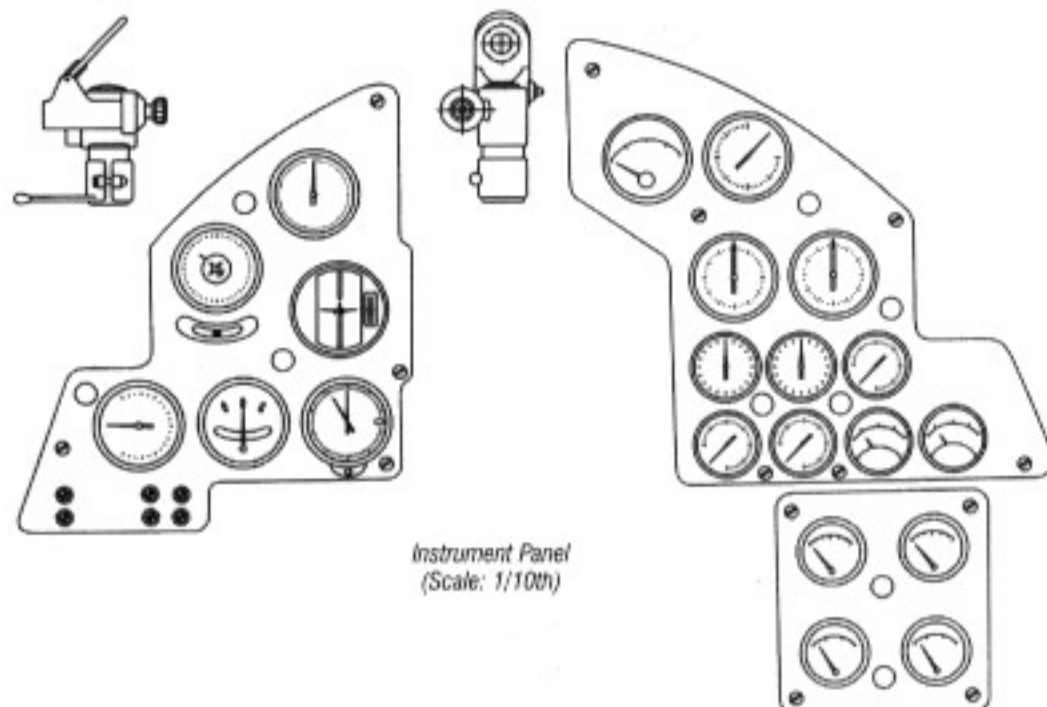
E1 - E1



Top surface view of the Pe-2
(Late Version with WUB-1 Turret)



Gunsight



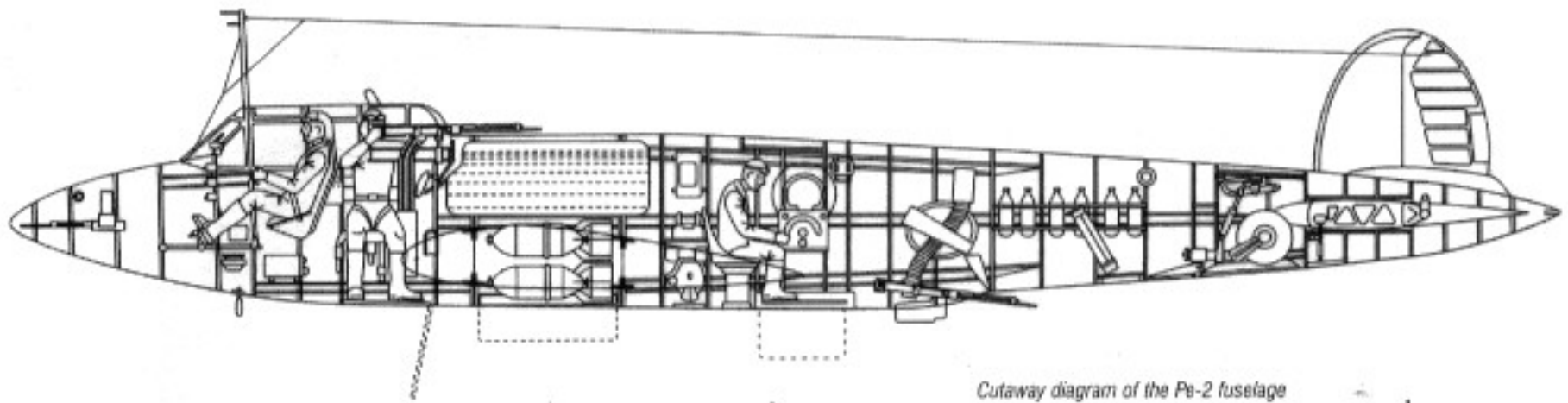
Instrument Panel
(Scale: 1/10th)

WR drawings by Wojciech Rynkowski

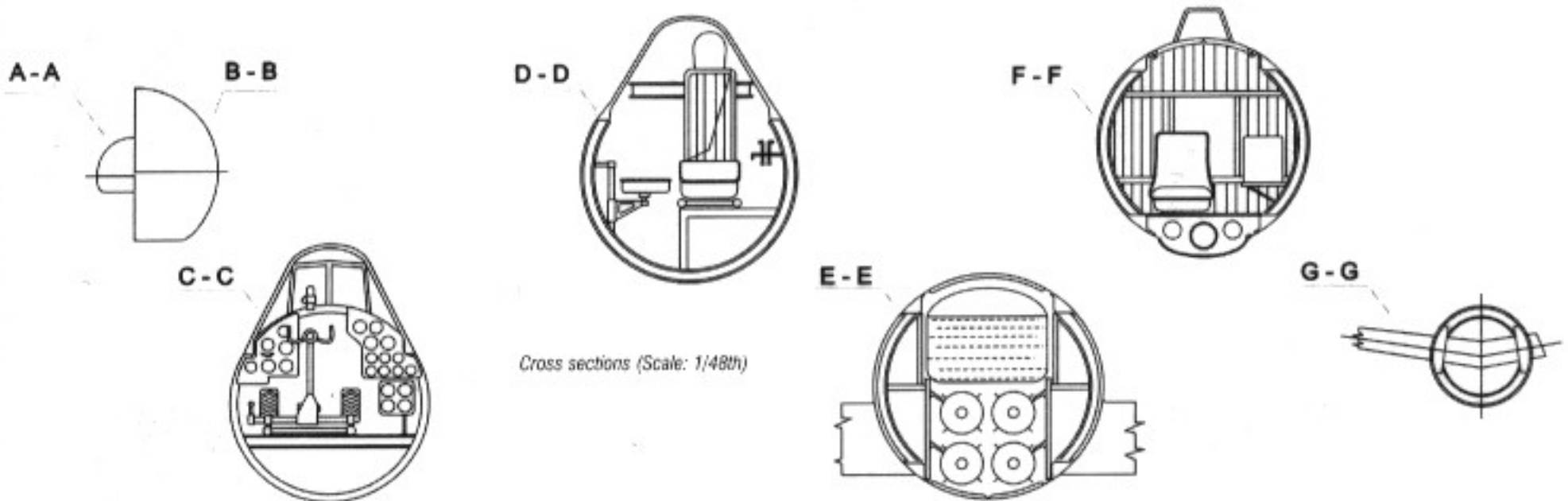
Petlakov Pe-2 Pesha

Scale: 1/72nd

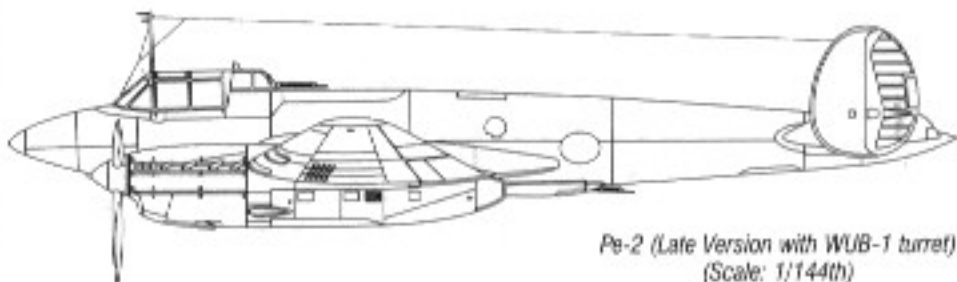
A-A B-B C-CD-D E-E F-F G-G



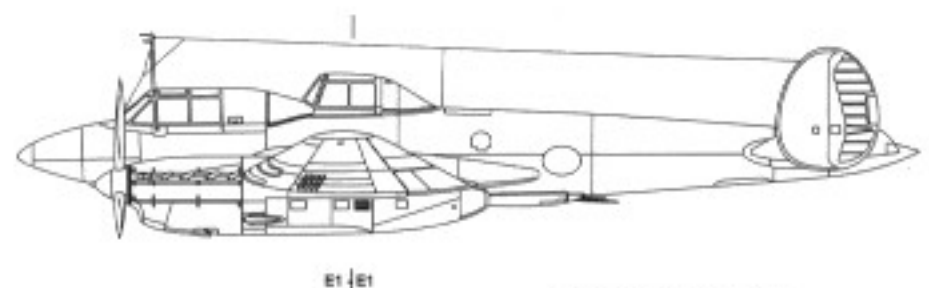
Cutaway diagram of the Pe-2 fuselage



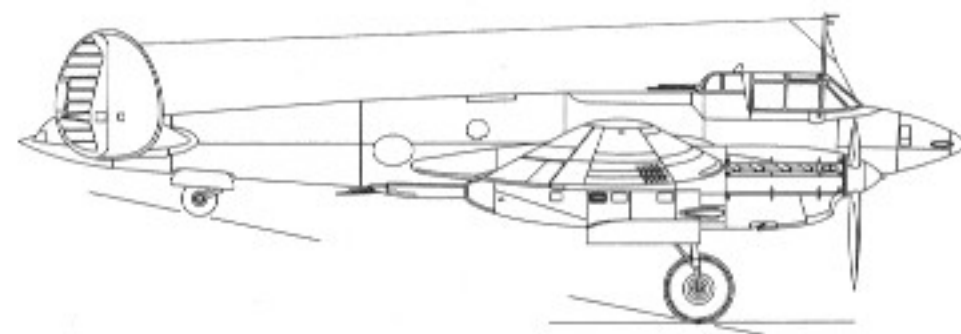
Cross sections (Scale: 1/48th)



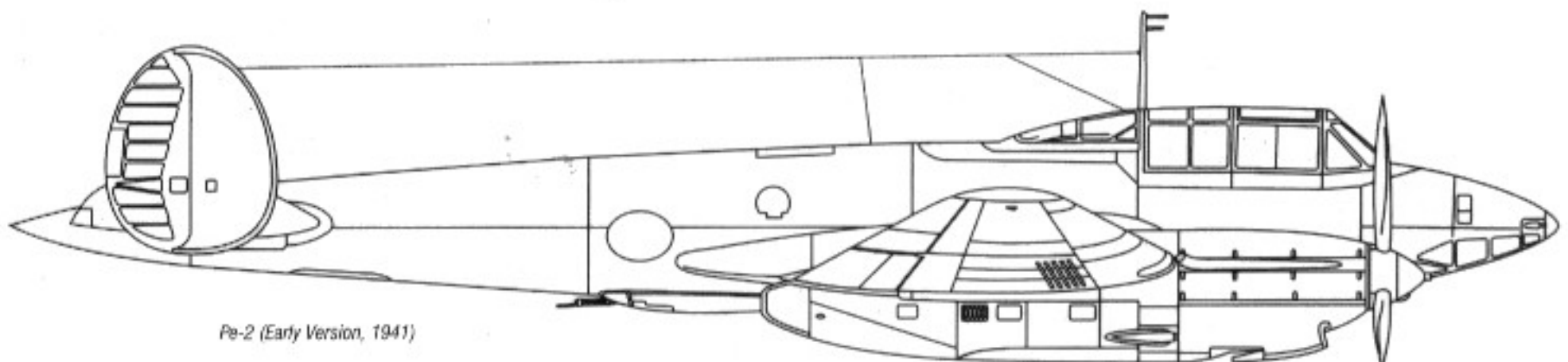
Pe-2 (Late Version with WUB-1 turret)
(Scale: 1/144th)



Pe-2UT (Training Version)
(Scale: 1/144th)



Pe-2 (Early Version, 1941)



WR drawings by Wojciech Rynkowski

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Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

IPMS(UK) WEB SITE at

<http://www.users.globalnet.co.uk/~ipmsuk>
Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail: sue@ipmsuk.globalnet.co.uk

● **AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● **THE ABERDEEN MODELLERS Society.** Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● **ABINGDON IPMS.** For information contact Tony Clements on 01235 522893.

● **AERO SPACE & VEHICLE Club** Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

● **AVON IPMS.** Contact Stephen Lucas on 01454 316439 or Richard Reynolds on 01249 658522.

● **AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 from <ianD@KSouthwood.freemove.co.uk>

● **Birmingham IPMS.** For more details call 0121 550 0515.

● **BAY MODELLERS CLUB,** Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

● **BANBURY SCALE MODEL Club.** Contact Reg Gray on 01295 264875.

● **BARNET IPMS.** Contact Pete Stern (Secretary) on 0181 449 7854.

● **UMS (UNIVERSITY MODELLING SOCIETY)** Birmingham meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

● **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● **CHELMSFORD MODEL CLUB.** Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).

● **CHAPITRE REAL COTE (Montreal, Canada).** For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

● **THE CLACTON BRANCH OF THE IPMS.** Contact Peter Terry on 01255 428653.

● **IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● **COVENTRY AND WARWICKS IPMS** meet at Midland Air Museum Baginton Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.

● **CORNISH SCALE MODELLER'S SOCIETY.** For more details contact Tim Rowley (Secretary), 45 Bodriggy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthebean Rd, Newquay TR7 3JE (Tel: 01637 874545).

● **IPMS Derby & District.** New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY

● **DERBY CITY MODEL CLUB.** Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

● **EAST KENT MODEL CLUB MEETS IN RAMSGATE.** For details contact Stu Davies on 01843 867404.

● **EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● **EAST NEUK MODELLING CLUB** is changing its monthly venue as from 1st September 1999. We will be meeting in the Committee Room of the Howe of Fife Rugby Club on the first Thursday of every month. For more information contact Brain on 01334 655131 or Dave on 01334 652439. **IPMS EAST NEUK** Modelling Club (in North East Fife). Contact Brian Murray, Tel. 01334 655131 for details.

● **IPMS GREECE (Corfu Branch)** Contact 0030 661 41506 or Fax 0030 661 41114.

● **ESSEX SCALE MODEL Society** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.

● **IPMS Essex/Harlow.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **Eastern Suburbs Scale Model Club (ESSMC),** Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

● **"FAMAS" (pronounced "Famous")** journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● **IPMS FENLAND/SPALDING MODEL GROUP.** Contact Peter Emms on 01775 767729.

● **IPMS PROVINCES OF FRANCE.** The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

● **GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● **GLOUCESTER IPMS.** Contact: Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● **GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● **GUERNSEY PLASTIC MODELLERS GROUP.** Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● **THE HARROW MODELLING SOCIETY.** Contact Stewart on 0181 427 6858 or Roger on 0181 997 6051 for details.

● **HOBBY DEPOT MODELER CLUB.** Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

● **IPMS Hornchurch.** New Club Secretary: Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 0181 594 4670.

● **ISCA SCALE PLASTIC MODEL CLUB - EAST DEVON.** Contact Mr K. Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

● **KEIGHLEY PLASTIC MODEL SOCIETY.** Contact John on (01535) 665722

● **IPMS KENT.** For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● **IPMS KINGSTON (CANADA).** Contact Tony on 389 4878.

● **LINCOLN MODEL CLUB (IPMS LINCOLN).** For more information, contact Ian Crawford on 01522 533380.

● **IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.

● **KAIMAI BRANCH IPMS (NZ).** Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

● **Keighley Plastic Model Society** contact John on (01535) 665722.

● **LORDSWOOD (JUNIOR) MODEL CLUB** is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

● **LOTHIAN MODELLERS CLUB AND EDINBURGH IPMS.** For details contact Ian Hanratty on 0131 665 4087.

● **LUSO-FANATICS.** Quarterly newsletter about Portuguese Military Aviation. Contact Dr Rui Domingues. P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt

● **MARITZBURG MODELLERS CLUB,** South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

● **MEDWAY MODELLING CLUB,** Gillingham, Kent. Contact Harry Greenwood, 01634-829531 or Alan Starkey, 01474-357064.

● **MILDENHALL PLASTIC MODEL CLUB.** For information contact Peter on 01638 742354.

● **MILTON KEYNES MODEL CLUB.** Contact Phil Smith on 01908 505988.

● **NORFOLK SCALE AIRCRAFT MODEL GROUP.** For information call John Turner on 01603 890595.

● **NORTH ESSEX MODELLERS.** Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842894 for details.

● **NORTH SOMERSET MODELLERS SOCIETY.** For more information ring Fred Tooke on (01934) 416798.

● **NORTH STAFFS MODEL CLUB.** Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● **NORTH WALES MODELLING CLUB.** Those wishing to form a scale modelling club in North Wales please contact Justin Gorka on 01492 532101 (day) or 01492 543590 (evenings).

● **NORWICH SCALE MODEL GROUP.** For more information please contact John Turner on 01603 890595.

● **NOTTINGHAM AND DISTRICT IPMS.** Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

● **GREATER PETERBOROUGH MODEL CLUB.** For details ring Jim Sylvester on 01733 571728.

● **PLYMOUTH SCALE MODEL ASSOCIATION.** Contact Roger Haskell on 01752 267527 after 6pm.

● **PMC KOELN E.V., GERMANY.** For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winkler@netcologne.de

● **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.

● **Poole Viking Model Club** (Incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

● **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB.** Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS.** Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts. SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE MODELLERS (IPMS TELFORD).** Contact Gary Stevens, 8 Whitmore Road, Shrewsbury, SY1 3BT.

● **IPMS SOUTH AFRICA.** For further details contact Colin Burgess on 011 462 3549 or Email albertn@global.co.za or visit or Web site at www.kjmberry.co.za/ipmssa.

● **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

● **SOUTHEAST-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.

● **South London Scale Model Club.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.

● **STAFFORD IPMS MODEL CLUB.** For information contact: Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● **IPMS STE HELENE (MONTREAL, CANADA).** For information contact Jean Marc Perreault. Tel: 450 656 7243.

● **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **SUSSEX MODEL GROUP.** For information please contact 01403 782638.

● **SUTTON COLDFIELD MODEL MAKERS' SOCIETY** For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **THURROCK SCALE MODEL CLUB.** For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **IPMS TORONTO (CANADA).** Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● **WALLINGFORD (IPMS).** If you would like to know more contact Paul Dean on 01844 215360, or George Clark on 01491 201902

● **WARRINGTON IPMS.** For details contact Dave Foxall on 01925 825619.

● **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.

● **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **IPMS YU-Vojvodina (Yugoslavia).** Contact Nenad Mikisev, Bulevar Veljka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modellart@ptt.yu

● **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

● **World War One SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wings/wiresig.htm>

● **NACHTIGALL. A NEW SIG FOR ALL THOSE INTERESTED** in Nightfighters. For more information contact Anthony Oliver on 01228 529297 after 6pm.

● **IPMS GULF WAR SIG.** Contact G Madgwick, 9 Hedgehill Road, East Challow, Wantage, Oxon. OX12 9SD. Tel: 01235 769746. Email: gary@patrol-i-way.co.uk

● **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

● **SIGPMA** a new SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. E-mail: ruidom@mail.telepac.pt

● **YUGOSLAV AVIATION SIG** discussion board at <http://disc.server.com/58276.html>.

● **HELICOPTER MODELLERS** - interested in a quarterly newsletter produced by like minded enthusiasts? For more details contact: Pete Tasker, 22 Brookfield, Haslington, Crewe. CW1 5WE.

NEW CLUBS (FORMING)

New club being formed in the Lancashire area. For more information contact Richard on 01204 699379 or Dave on 01204 695375.

● **Formation of a new society in the Cornwall area.** Anyone interested in joining this society should contact the address below, enclosing a stamped SAE, so that possible meeting venues etc can be determined by establishing the location of the greatest density of potential members. Contact The Cornish Plastic Modelling Society c/o Havenhurst, Granny's Lane, Perranporth, Cornwall. TR6 0HB. Tel: 01872 573191.

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Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Forthcoming Events

- **January 2nd.** Croydon Airport Aviation & Toy Collectors Fair, Airport House, Croydon. Contact 01737 822200.
- **January 20th.** The Allround Modelling Society Eeklo, 3rd Model Show, Feestzaal Sparenhof, Brugsesteenweg 183, Eeklo (Belgium). For more information contact joris.deneve@ping.be.
- **February 5th.** Isca Plastic Model Club Show at St Thomas High School, Hatherleigh Road, Exeter from 10am.
- **February 5th-6th.** Ransart Miniatures & Models Competition, Maison Communale Annexe, Rue Appaumée, 6043 Ransart, Belgium. Contact Nilsson Paul +37 71 35 06 71, Email raceface@swing.be
- **February 5th-13th.** IPMS-Greece (Corfu Branch) 10th Annual Modelling Contest & Show at the Corfu Municipal Theatre's Foyer. For more information contact Spiros Margaritis (0030 661 41506 Mobil 0030 977 694036), Dimitris Moumouris (0030 661 51107, Mobile 0030 977 566523) or Symeon Sourvinos (0030 661 44937 Mobile 0030 945 955871).
- **February 6th.** South London Aircraft Enthusiasts' Fair, 10.30am to 4pm at the Dulwich College, South Circular Road (A205), London SE21.
- **February 12th.** IPMS(USA) Richmond, The 2000 Old Dominion Open, at the State Fairgrounds of Virginia, Richmond. Contact Aaron Walker on (804) 270 7898 or write to 2427 Cedar Cone Drive, Richmond, VA 23233, USA.
- **February 13th.** The 8th Annual Winter Model Contest and Swap Meet, IPMS Roscoe Turner Chapter, Raymond Park Middle School, Indianapolis, Indiana. Contact Matt Fray (317) 642 3326 or Email kamikaze@indy.net

- **February 13th.** Yorkshire 2000 hosted by IPMS Leeds at the Huddersfield Sports Centre from 10am to 5pm.
- **February 18th-20th.** Brighton Modelworld Exhibition, 10am to 5.30pm daily at The Brighton Centre, Kings' Road (Seaford), Brighton. Contact Wendy Walton, The Brighton Centre, Russell Road, Brighton, East Sussex BN1 2GR. Tel: 01273 292646.
- **February 26th.** Fleet Air Arm Museum Model Show, RNAS Yeovilton, Ilchester, Somerset. BA22 8HT. Tel: (01935) 840565, Fax: (01935) 840181.
- **March 4th.** The East of England Millennium Model Show, Peterborough Town Hall, Bridge Street, Peterborough. Contact Roger Bolt, 01733 706978.
- **March 11th.** Flanders' Modelling Festival 2000 and Randers' Contest 200, Don Bosco Technical Institute, Salesianenlaan 1, B-02660 Hoboken (Antwerp), Belgium. Contact Rudy Binnemans, Te Couwelaarlei 103/21, B-2100 Deurne, Belgium. Tel/Fax: (00) 32 3 324 22 04.
- **March 11th-13th.** Model Expo, Australian Open Plastic and Scale Model Championships will be held in the Arts and Crafts Pavilion, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. For more details write to Model Expo 2000 c/o IPMS Australia Inc., GPO Box 1187K, Melbourne 3001, Australia, or telephone Graeme Dodd on (03) 9808 0341 or lan vale on (03) 9873 4256
- **March 18th & 19th.** Southern Expo, 10am to 5pm at the Hornchurch Sports Centre, Hornchurch, Essex. For more details contact W. Arrowsmith, 14 Linkway, Hornchurch, Essex. RM11 3RW. Tel: 01708 473038.
- **March 19th.** The Great Millennium Kit Swap at the Hinkley Leisure Centre, Leicestershire from 10.30am to 4.30pm. For more information contact 01455 284600 or 0116 2777205.
- **March 25th.** New Jersey IPMS, Mosquitocon 2000, Wayne Police Athletic League (PAL), PAL Road (off Route 23). Contact Bob La Padura, 81 Diamond Lane, Old Bridge, New Jersey 08857, USA. Email rlpadura@aol.com. Tel (732) 360 9733.
- **April 2nd.** LGW2000, the 11th Gatwick International Aircraft Enthusiasts Fair, 10am to 5pm at the Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex.

- **April 9th.** Barnet Scale Model Club, Holmshill School, Thrift Farm Lane, Shenley Road, Borehamwood, Herts. **NEW VENUE** Contact (Trade) Jonathan Burns (0181) 423 2186 or (Clubs) Pete Stern (0181) 449 7854.
- **April 15th-16th.** Scottish National Modelling Championships, Albert Hall, Stirling. Contact Willie Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ Tel (01259) 722 428.
- **April 30th **Note New Date**.** IPMS Gloucester Y2K Model Show, Churchdown Community Centre, Parton Road, Churchdown, Gloucester. Contact Jeff Brown (Branch Secretary) 123, Pheasant Way, Beeches Park, Cirencester, Glos. GL7 1BJ
- **April 28th-30th.** IPMS(USA)-NEWY, 29th Annual IPMS Region 1 Convention 'Northeastcon 2000', Albany Ramada Inn, 1228 Western Avenue, Albany, NY12203. Contact Bill Ellis, 547 Washington Avenue, Albany, NY 12206, USA.
- **April 29th.** Poole Viking Model Club (Incorporating Dorset IPMS) Annual Model Show will be held at Bournemouth University Sports Hall, Talbot Campus, Fern Barrow (off Wallisdown Road), Bournemouth. Contact Ian Demeny, 1 Stratmore Drive, Verwood, Dorset. BH31 7BJ. Tel: 01202 828724 or Email poole.vikings@virgin.net
- **June 3rd.** IPMS Salisbury Model Club, 3rd Annual Show, Hall of Wyvern College, Laverstock, Salisbury, Wilts. Contact David Lane, 13 Park Street, Salisbury, Wilts. SP1 3AT. Tel: 01722 327498 Fax: 01722 501518, Email: d.lane@diapipex.com.
- **July 2nd.** 'A Fort Full of Models', Newhaven Fort, Newhaven, East Sussex. Contact Mid-Sussex IPMS, 15 Aspen Walk, Haywards Heath. RH16 3RB. Fax/Answerphone: (01273) 596581.
- **August 12th-13th.** Bournemouth Model Spectacular, The Pavilion, Westover Road, Bournemouth, Hants. Contact John Bothamley (01202) 527723.
- **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact (0121) 308 3165.
- **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.
- **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Chris Russell, 55 Stagsden Road, Bromham, Bedford. MK43 8PY

Readers Classified

For Sale

- **Unmade plastic kits,** some discontinued, mostly Airfix, Italeri and Matchbox. SAE for list to Ian Wallace, 27 Hillcrest Drive, Steveston, Ayrshire. KA20 3AP. Tel: 01294 602048.
- **Aircraft Monograph 8** (AJ Press) 'Me 262 Schwalbe Pt. 1' £7, Wings of Fame Volume 4 (Hardback) £10 and Volume 5 (Softback) £8. Also available programmes from 'Duxford Vintage '81', Duxford (14th September 1980) and USAF Mildenhall Air Fete '81 and '82, £2.00 each. Offers in writing via the Editor at the editorial address please, or Email SAMed@compuserve.com.
- **1/36th scale drawings** of flying boats and seaplanes (three or more views). Many rare types, ideal for scaling up or down. Send 50p Postal Order for list to Roy Tassell, the Old Granary, Clonakilty, Co Cork, Republic of Ireland.
- **Aces resin 1/48th WWI Pilot/Observer figures;** £2.00 each. RFC crew set, £3.50 plus 50p P&P. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY. Tel: 0191 4141700.
- **Complete set** (14 volumes) of 'Take-Off', 132 magazines in 7 binders. £80.00, buyer to collect. Contact Jon Lucas on 01483 272813 (Surrey).
- **Revell A4 model kit catalogue** (1999/2000). Revell A4 kit collection catalogue (1998). Contact S. Brown, Bisham Abbey, Bisham, Nr Marlow, Bucks. SL7 1RT.
- **1/48th scale Vulcan B.2** (Aeroclub), 1/72nd scale Valiant B.1, Vulcan B.2, Victor K.2 and Flightpath detail set. Also Rockwell B-1. Will swap for anything Fleet Air Arm; kits, detail sets etc, particularly PP Aerokits Firefly Mk 4/5 and Sea Fury detail set. Contact Graham on 01702 305609 or write to G.D. Search, 67 Ambleside Drive, Southen-on-Sea, Essex. SS1 2UT.

Wanted

- **Urgently need an Airfix 1/72nd scale Heinkel He 177** kit for our club diorama. Contact George on 0117 9409 862.
- **Has anyone please** got spare clear parts (canopy) for the Heller Gladiator. If so, please contact Tony on 01706 715637 or write to 220 Harbour Lane, Milnrow, Rochdale, Lancs. OL16 4EL.
- **Air Publications (AP's),** Pilot's Notes (UK), Flight Manuals (USA) and all forms of Parts Manuals on all military aircraft types. Specifically Vol 1 & 3s for AP's. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.
- **Decals for 1/72nd Consolidated PB4Y-2 Privateer,** USN Postwar overall blue (Korean War if possible). Contact Mike on 01579 320656.
- **Unmade 1/72nd scale Halifax,** B-24, B-25 & Blenheim, as well as other WWII aircraft (free if possible). Contact Ian Campbell (age 13), 80 Lindsey Avenue, York.
- **Aeroplane monthly magazine** (September 1983) or a copy of the second part of 'Messerschmitt's Mighty Midget', a story about the Me 163 Komet. All costs will be covered. Contact Markus Richter, Ostlandstr 29, 49661 Cloppenburg, Germany. Tel: +49 177 8886771.
- **F/A-18D Hornet,** 1/48th Hasegawa (unmade) urgently required or information on where I can obtain one. Please contact Dave Jeeves, 103 Alexandra Road, Great-Wakering, Southen-on-Sea, Essex. SS3 0GX.
- **Matchbox plastic kitset catalogues** for 1983, 1985, 1991, 1995, 1998 & 1999. Plus foreign language editions for any years. Contact S. Brown, Bisham Abbey, Bisham, Nr Marlow, Bucks. SL7 1RT.
- **Decals for Royal Navy F-4 Phantom** (not 892 Sqn) and Buccaneer. Contact I.W. Collier, 8 Hulme Street, Montrose, Angus. DD10 8NJ. Tel: 01674 67525.
- **Focke Wulf Fw 190 & Ta 152** plastic kits, die-casts, decals, accessories and books. In fact anything on these two aircraft types. Contact Stuart Munro on 01592 771951 (PM only).

- **Unmade 1/72nd scale Aurora DC.9** jet airliner. Will pay top price or swap/exchange from my large collection. Contact J.R. Smith, 188 Pendlebury Drive, Leicester. Tel: 0116 2889148.
 - **Tamiya Lancaster B Mk I/III** (Kit No 61020) at reasonable price. Also AMT 1/72nd scale EC-135C and AeroMaster 1/48th scale Checkertail Clan decal sheet (48091). Please contact M. Attrill, 52 Hillview Terrace, Corstophine, Edinburgh. EH12 8RG.
 - **Book 'British Aircraft Armament Vol 1 - RAF Gun Turbines'.** Contact Stuart on 016733 770633 (Newport).
 - **M.D. Flamant 1/72nd scale resin kit** by Replica. Top price paid plus P&P. Contact Gus Euripides, 4508 Willow Croft Ct, Charlotte, NC 28226, USA. Email: geuripides@yahoo.com.
 - **V1 flying bombs** in any scale, especially Italeri 1/48th (ex-Hawk/Testors) and Novo 1/72nd examples. Contact D. Taylor on 01769 574240 (Devon).
 - **Matador Models 1.72nd scale Albion AM463** Refueller. Will trade one of Monogram 1/48th B-17G, B-26, Hasegawa 1/32nd P-51D or Revell 1/32nd Beaufighter. Contact Gorau Djordjevic, Nikole Pasica 10/52, 3400 Kragujevac, Yugoslavia.
 - **Airfix Airbus A300,** Revell DC-10, Boeing 747-200 & A320 1/144th scale airliners. Plus specialist civil airliner decal sheets. Contact Chris on 01352 762783 (Flint).
- Swap**
- Matchbox kit catalogue** 1998/99 for 1999/2000. Contact S. Brown, Bisham Abbey, Bisham, Nr Marlow, Bucks. SL7 1RT.
- Information**
- **Photocopies, cuttings, photos,** anything relating to Harrier-carrying ships from the Falklands War. Postage repaid or the equivalent value donated to a Children's Charity. Contact Julian Hales, 53 Ranby Road, Ecclesall, Sheffield. S11 7AJ. Email: julianhales@jhailes.swinternet.co.uk
 - **Can anyone supply material** (photos, press cuttings etc) on the between-the-wars Hejaz Air Force? Material received returned in condition received. Contact T.J. Davies, 51 West Road, Llandaff North, Cardiff. CF14 2FT.

Events Diary at a Glance



2000

- January 2nd ● Croydon Airport Aviation & Toy Collectors Fair.
- January 30th ● Allround Modelling Society Eeklo, Belgium.
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- September 24th ● Chiltern Scale Model Show (Herts).

Help!

● **WWI aircraft modeller** attempting world record for a model aircraft collection. I have 600, and the record currently stands at 1,105! Can anyone help by donating unmade kits of WWI subjects in 1/72nd scale, or other kits that are still sealed, which I can trade for suitable kits? All help gratefully received. Contact Darrell Kilsby, 119 Tandra, Beanhill, Milton Keynes, MK6 4LL.

Readers Classified

This service is offered free to all our readers. Send your classifieds (no more than 30 words please) to:

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Adverts will be run space permitting.

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Note: Please refer to the individual review to identify the UK importer or distributor of each range. See advertisements in this and previous editions in regard to model shops and mail order establishments listed in reviews.

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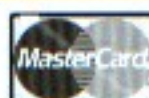
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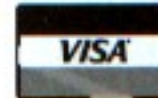
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DHC Dash 8

'Horizon Air'

1/72nd
SCALE

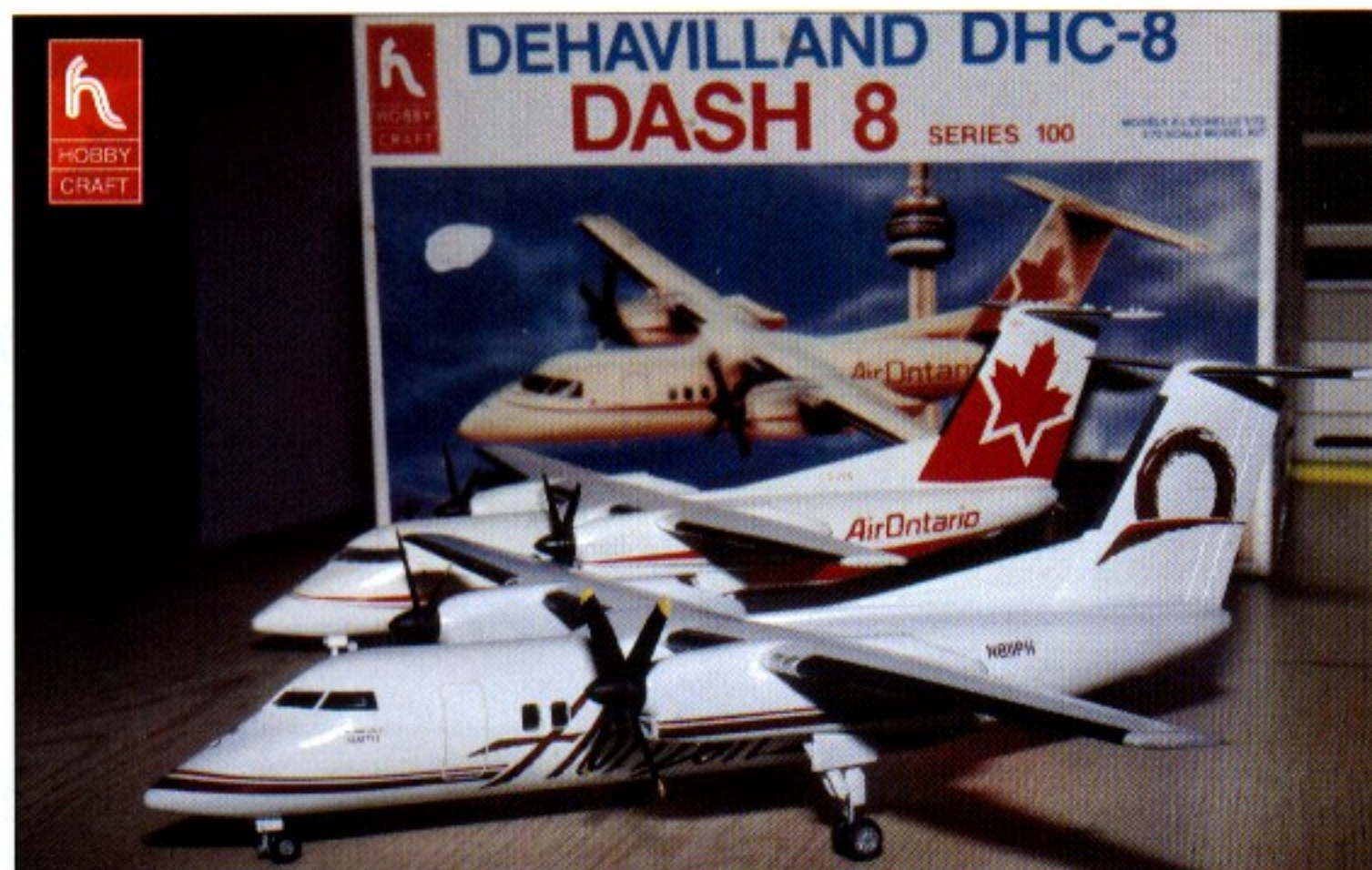
Technical Data

Kit: de Havilland Canada Dash 8
Manufacturer: Hobbycraft
Scale: 1/72nd
Kit No.: 1341
Price: £14.99
Type: Injection Moulded Plastic
Parts: Plastic 52 (Grey), Clear 6
Decal Options: 1
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Airliner modelling has experienced a resurgence in recent years. Many of the new kits are in 1/144th or 1/200th scale, but even my preferred scale of 1/72nd is seeing a great deal of activity. Besides the many decal sheets being produced by Airways Graphics (formerly Liveries Unlimited), Flightpath, and AHS, we have seen a Caravelle from Mach 2 and an Avro 748 from RugRatResin in the last year, and the Kendall Boeing 727-200 should be coming out before long. Among the classic propliners that tend to be my primary interest, I will occasionally do a modern airliner, and the most recent one I completed was the Hobbycraft 1/72nd de Havilland Dash 8, using the Airline Hobby Supplies sheet of Horizon Air markings.

DHC Dash 8

The Dash 8 was designed by de Havilland Canada in the early 1980s to serve the growing market for 30-50 seat feeder liners. The initial flight was in June 1983, and the first fleet delivery was made to Norontair.



Since that time, the Dash 8 has come into wide usage, including service in airlines such as Air Canada, Eastern, Northwest, Island Air, and British Airways.

The Kit

Hobbycraft first issued their Dash 8 kit in 1989 as one of its earliest efforts. It was an interesting choice, being the first time that the aircraft had ever been kitted. Commuter airliners are not often made into 1/72nd scale kits, but the Dash 8 has strong connections with Canada, which certainly must have appealed to a company based in Ontario.

The Airline

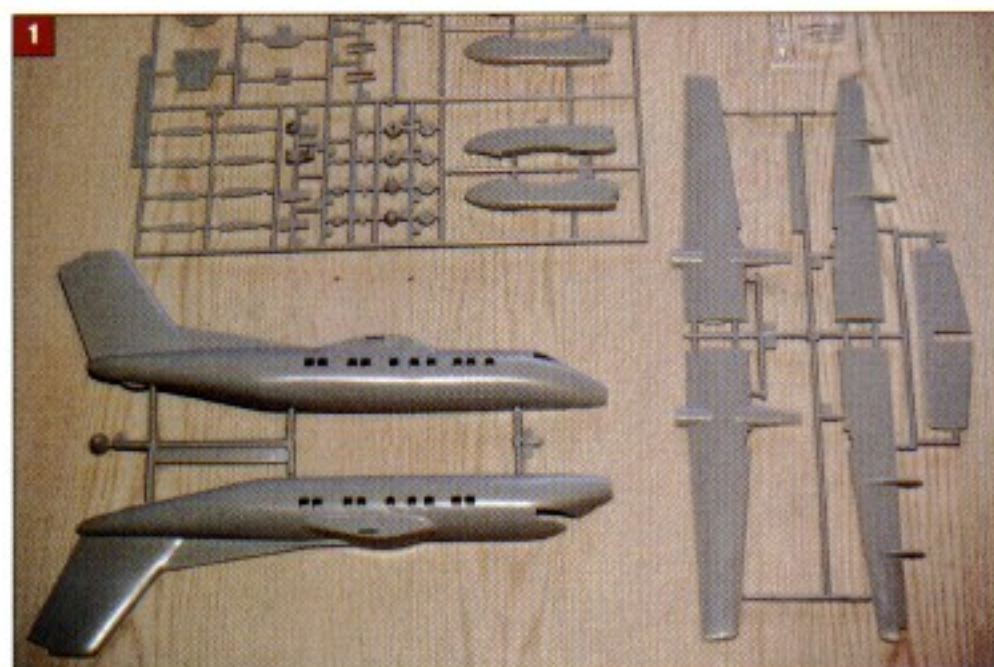
Horizon Air is a subsidiary of Alaska Airlines, and when Alaska revamped their corporate image a few years back, Horizon's was likewise redrawn. The solid lettering and long, dense cheatlines have been replaced by a brushed font. The familiar Horizon sun remains, though in an updated form. The Airline Hobby Supplies decal sheet for Horizon is very complete and the artwork appears accurate. One of the reasons I settled on Horizon markings is that their corporate headquarters is in Seattle, less than 15 minutes from my house. I see their Dash 8s, Fokker F-28s, Dornier Do-328s, and Metros overhead all

the time, and felt that it shouldn't be too difficult to get reference photos for the type. Plus one can always get that extra little bit of inspiration from having seen the subject close up.

I contacted the director of Sales and Marketing for Horizon, who kindly offered to escort me down to the ramp at SeaTac Airport to shoot some detail shots. Though security was understandably tight and the temperature on the ramp was a draining 105 degrees (very unusual for Seattle, even in July), I was able to shoot all the photos I needed. These would provide invaluable help for the project as work proceeded.

Assembly

While the kit comes with a basic cockpit, no passenger seats are provided, a fact that put me in a minor quandary as I began building the model. While I don't personally go mad over interiors, leaving the passenger seats out of a commercial airliner (at least one with clear rather than decal windows) seemed to be a large omission. I finally rationalized the matter (apparently in the same way that Hobbycraft did), the seats would not have been very visible, and that most modellers are, like me, more concerned with an airliner's finish than about excruciating attention to repetitive detail, especially if it is on the inside, aft of the cockpit. Or maybe I'm just lazy. If you do want to put seats in, you're limited to



Horizon Air'

scratchbuilding, or to stealing something similar from the ESCI Fokker F-27 kit. Magna Models also produces a set of seats for the Airfix Heron which could be used to fill up the empty space as well.

Be aware that the kit does have some minor accuracy problems. These seem to be centred in three places: the wing-fuselage area, the tail fin strake, and the passenger windows. I've been told (after I finished the model, naturally), that the connection between the wings and fuselage needs to be beefed up. Also, the lip that Hobbycraft has running along the joint between the fin strake and the fuselage does not, in fact, exist on the real aircraft. Removing it would be a chore, involving some serious grinding and sanding. Finally, the windows are a bit too large. None of these problems, with the possible exception of that unexplained tail strake gaffe, affects the overall look of the finished model, and can be ignored at the modeller's discretion.

At the end of this article I have included a selection of photos from my hour on the Horizon ramp. They should help to add that extra bit of detail to your model, and show how to apply some reasonable weathering as well, if desired. My models, especially the airliners, tend to have that straight from the paint shop look to them, but I was amazed at just how dirty a commercial aircraft will become after even a short service period.

Photo 1 shows what comes in the box for the civil version of the Hobbycraft Dash 8. There is also a military boxing with decals for the Canadian Armed Forces CC-142, but the plastic is identical. The kit consists of 52 parts molded in a light grey plastic, with 6 clear pieces. Detail is sparse, and the whole kit seems a bit simplified. There are almost no panel lines, but the control surfaces and doors are all marked with engraved detail. The rear cargo door, inexplicably, has raised detail. Wheel wells are totally empty, and there is a difficult seam running down the middle of them. Decals are provided for Air Ontario and Henson Piedmont. While the decal printing is better in later boxings, the kit markings still tend to be somewhat indistinct, and, given that there are good aftermarket alternatives available, are best left unused. Photo 2 displays some of the possibilities (kit sheets, DLT and Northwest Express from Aerocolours, Horizon Air and Time Air / Air Atlantic from AHS).

Cockpit

The kit's cockpit is a bit spartan (see Photo 3). You are provided with seats, sticks, and a flat instrument panel. A rear bulkhead prevents a clear line of sight from the cockpit into that empty passenger seating area. The actual cockpit is small, almost claustrophobic. I added seat belts from a True Details brass set, dry brushed the instrument panel, scratch built a few switches and other such clutter, and then painted the metal a dark grey, with seats in a contrasting light grey. I don't recommend

spending time adding detail to the cockpit unless that is a source of enjoyment. See the detail photo at the end of the article in case it is.

At this point you can also add the clear windows to the fuselage - after which you'll have to mask them - or you can leave the windows off for now and complete them with Krystal Klear after the exterior has been painted. I chose to do the latter. I found that one medium-sized lead fishing weight was adequate to hold the nose down, and super-glued it into place.

The canopy windows were masked using Bare-Metal Foil (Photo 4). One bit of advice about the cockpit canopy: be sure to attach the two clear window parts into the fuselage halves prior to sealing up the fuselage. On most military aircraft I find myself putting the canopy on last, so as not to damage it while sanding down the fuselage seams, but the canopy parts on this kit are engineered to be attached from the inside. It is a struggle to add them after the fuselage is together, as I found out to my dismay on an earlier effort with this kit.

Tail

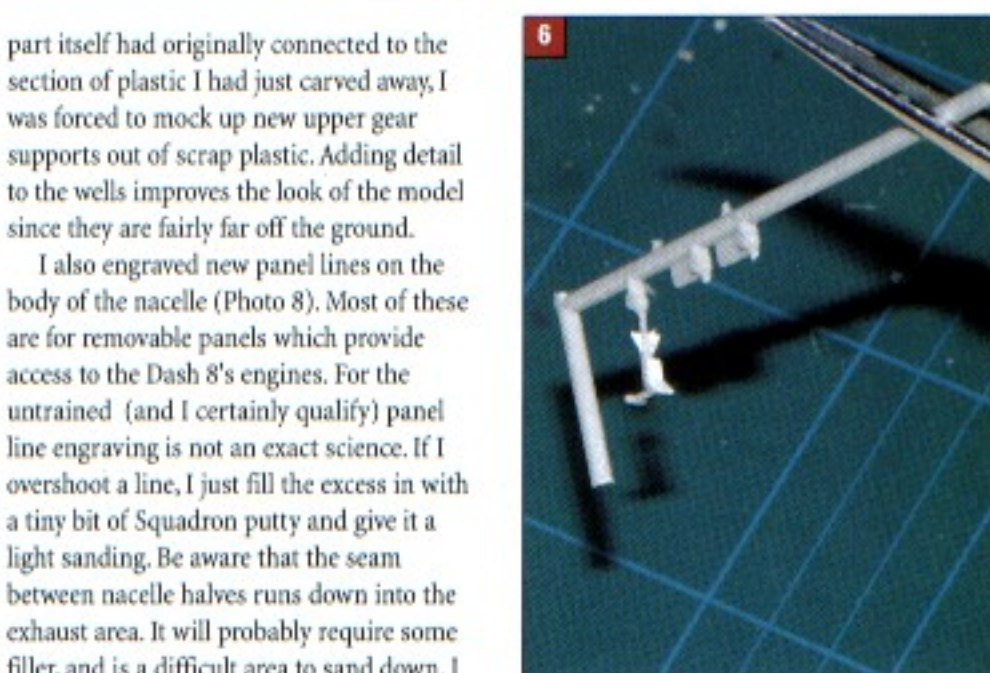
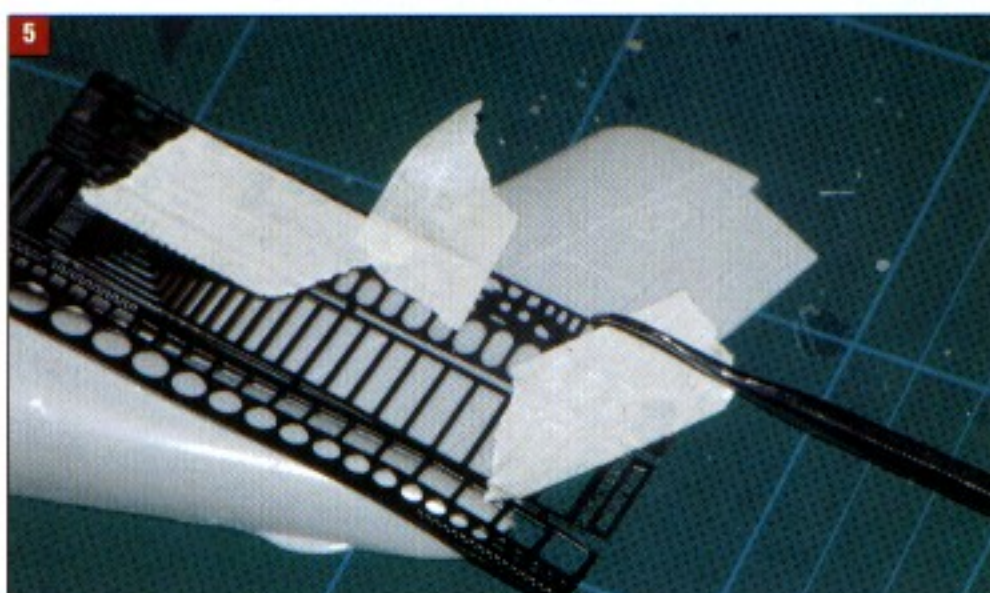
As shown in Photo 5, the kit's vertical tail is rather blank, so I scribed additional panel detail. I would recommend that any scribing you intend to do be done prior to assembly. It is much easier to scribe onto an irregular surface while the part is lying flat on the table. If you wait until the parts are assembled, you'll find your rule at odd angles, which is begging for trouble. Bitter experience is speaking here.

Undercarriage

I chose not to add a new nose wheel well box, because the detail is almost invisible here (Photo 6), certainly less than in the main gear wells. In fact, the fuselage bottom is so close to the ground on the actual aircraft that I couldn't get any decent detail photos looking up into the well. I added the physical support structures onto the gear leg, shown here unpainted. The wheel hubs on both the main and nose gear will be a dark grey. At this point the fuselage can be cemented together and attention turned to the wings and engines.

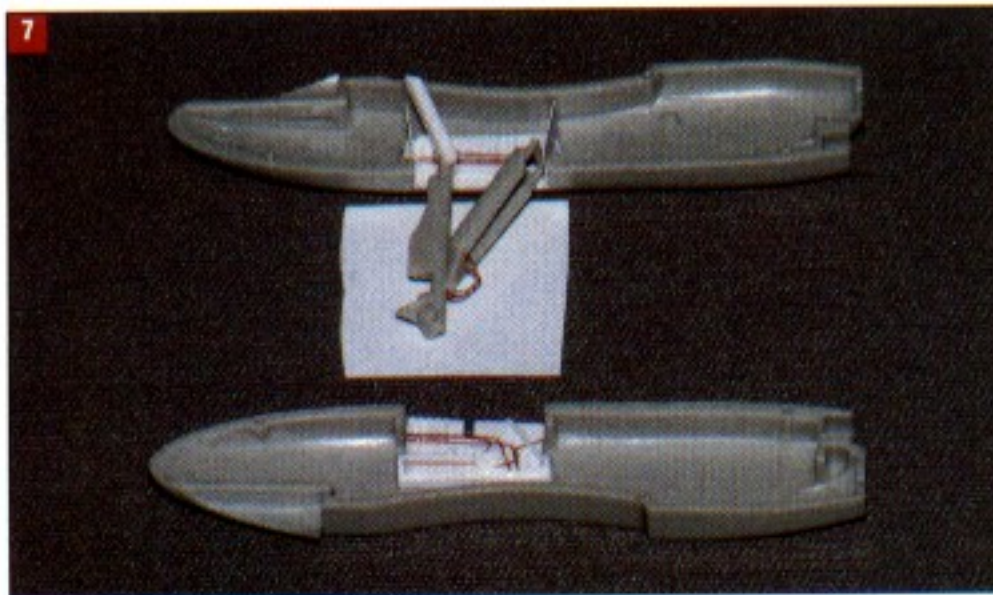
Engines

The engine nacelles themselves are probably the kit's greatest weakness. They are simplified and lacking in detail, but there are two ways that detail can be easily increased: building new wheel wells and scribing new panel lines on the exterior of the nacelle. Using the photos I shot at SeaTac Airport, I hollowed out the wheel well and constructed a new well box from 0.20 plastic sheet. I then added structural supports and piping around the inside of the well using 0.20 by 0.20 plastic strip for the ribbing and Slater 0.10 rod (with a bit of 0.20 rod for contrast) for the wires bundles and lines (Photo 7). Since the landing gear



part itself had originally connected to the section of plastic I had just carved away, I was forced to mock up new upper gear supports out of scrap plastic. Adding detail to the wells improves the look of the model since they are fairly far off the ground.

I also engraved new panel lines on the body of the nacelle (Photo 8). Most of these are for removable panels which provide access to the Dash 8's engines. For the untrained (and I certainly qualify) panel line engraving is not an exact science. If I overshoot a line, I just fill the excess in with a tiny bit of Squadron putty and give it a light sanding. Be aware that the seam between nacelle halves runs down into the exhaust area. It will probably require some filler, and is a difficult area to sand down. I



wrapped sandpaper around the end of a pencil to reach down into the exhaust depression. This area, not surprisingly, is very weathered on the actual aircraft. It is painted very dark grey or black, and appears to be a separate piece of (removable?) metal.

Main Undercarriage

The landing gear themselves are also a bit simplified on the Hobbycraft kit. To the main gear, I added brake lines and various hydraulic connections (Photo 9), primarily between the two wheels. There is more on the actual aircraft, but I decided to just add a couple of representative lines. There isn't much room to add more. Many of the connectors, both here and in the wheel wells, are red or blue, which adds a curious little splash of colour to an otherwise drab area. Though I checked the fit many times, I decided not to add the gear themselves until after painting. I was sure they would never survive the spraying and sanding processes.

External Details

There is scope for adding more exterior detail, especially on the wings. Hobbycraft missed a couple of the wing flap fairings, and didn't even attempt the trailing static dischargers at each wing tip. There is also another small trip flap that needs to be scribed and have an actuator installed. I used 0.10 rod for the dischargers (Photo 10) and 0.30 strip carved and sanded to shape for the fairings. Though I used Slater's rod,

which happened to be at hand, I'd really recommend stretched sprue. The Slater's was molded in red, of all things, and therefore will need to be painted, damaging the scale look of the part. Something that small is best left unpainted if possible, just like a biplane's rigging lines, and an appropriately coloured plastic will work best. Also, as can be seen in the photo, the fit of the two wing panels is not great, but at least the seam is on the lower surface.

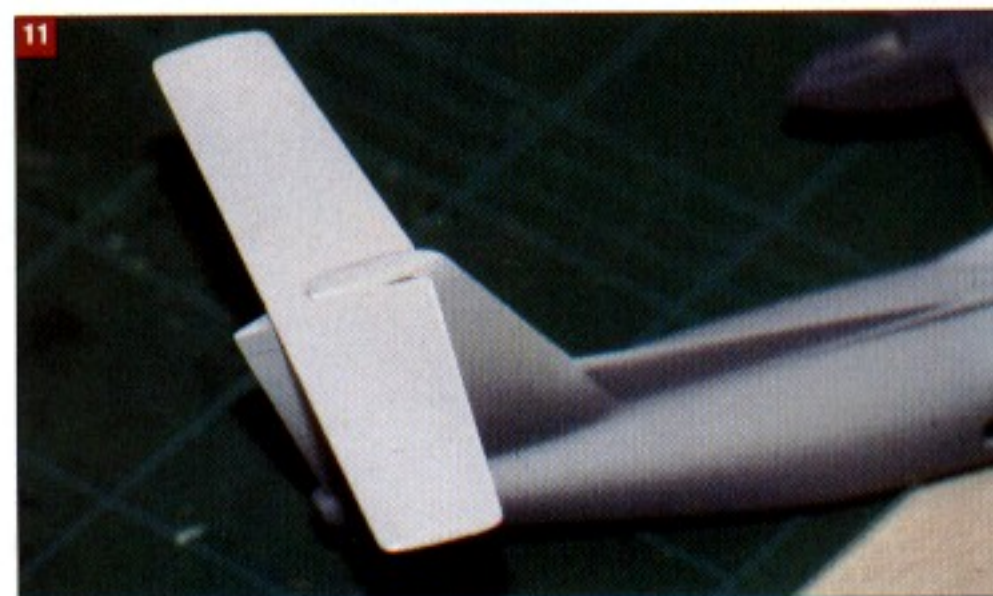
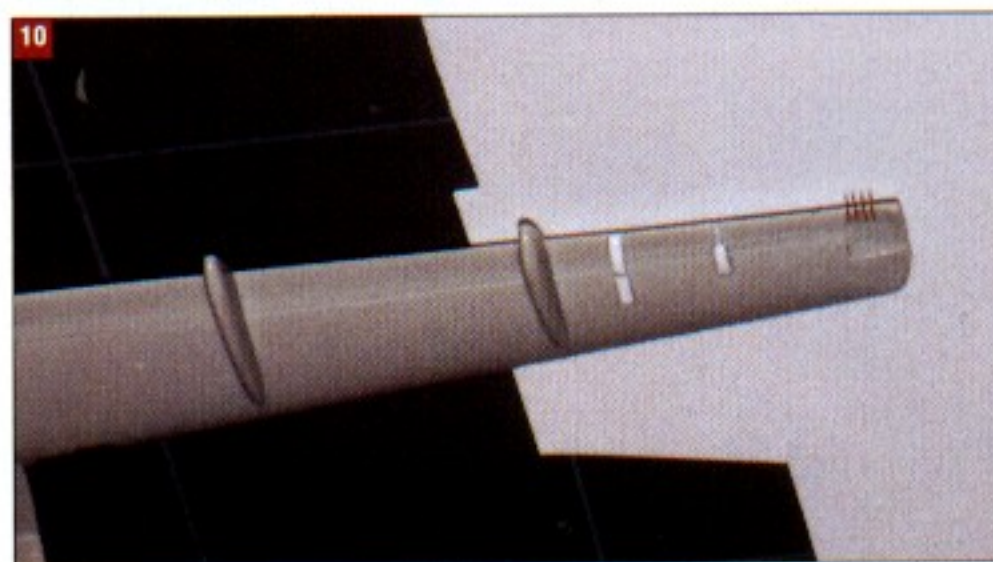
Tail (again)

The horizontal tail (Photo 11) looks fine, but does not fit well. Careful trimming and a bit of filler will be needed here. Also, be careful about putting any pressure on the part while handling it. The two horizontal surfaces are connected by a thin piece of plastic that will easily break. Though it is easy enough to repair, a little care will prevent the problem in the first place. I next connected the wings to the fuselage. The model is finally starting to look like a Dash 8.

Colour Scheme

Painting a Horizon Dash 8 is relatively simple: white overall, with very dark grey (almost black) de-icer boots on the flying surfaces (photo 12). The kit's decal sheet comes with decals for all of the de-icers, and since I don't enjoy masking and spraying these, I gladly took this shortcut. Unfortunately, this invoked 'Murphy's Law of Modelling'. The boot decals are thick and brittle, and absolutely refused to settle down onto the plastic, even after a liberal application of SuperSol. My advice, if the boot decals are to be used, is to put them on last, after everything else has had a chance to dry overnight. If you have occasion to touch the boots while handling the model you run the risk of tearing or even lifting off the poorly attached decals. This did happen to me, and I patched the tears with the darkest matt grey paint I could find.

As usual, I used Xtracolor White (X141) for the wings and fuselage. White is one of those colours that is difficult to apply well, but is crucial for good airliner modelling. Opacity, and therefore coverage, tends to be poor. The only solution to this is a number of thin coats applied over a well-primed surface. I use Aeromaster primer, which I find dries quickly and evenly. I generally use three coats of white, each one allowed to dry thoroughly. When each coat is dry, I give them a buffing with very fine sandpaper (1200+ grit) to even out the coat and take



down any orange-peel effects that may have formed. I use a Paasche double-action airbrush for the job. By the time the last coat goes on, the paint is mixed very thin, and should be used primarily to provide a uniform coat rather than actually colour the surface.

On this kit the propeller blades are each molded separately from the two-piece hub (Photo 13). Each blade has a 6in. yellow tip, and the forward edge tends to peel to silver in service. Hubs are black, and have an obvious seam that needs to be sanded down prior to adding the blades. One of the hubs fitted well, but the other was skewed and required a bit of cutting, filing, and sanding to restore the conical shape. The obvious fix (obvious after I had done it wrong, of course) is to cut off the centre post, centre the two hub halves, and then reattach the post. After spraying the tips yellow and allowing them to dry thoroughly, I added the prop blades to the hub, masked off the yellow tips, and sprayed the whole assembly flat black.

Decals

2Airline Hobby Supplies has so far done two sheets of aftermarket decals for the Dash 8: Horizon and Time Air/Air Atlantic. Others, for British Air and Canadian Regional, are rumoured to be in development. One of the nice options on the Horizon sheet is that most of the individual aircraft names (all of which are cities in the Northwest US) are included. I decided to model N811PH, 'City of Seattle'. Though the registration for this example is supplied as one decal, enough single numbers are included on the sheet that the modeller can cut and paste a number for any of the ships in the fleet. The main markings, including the fuselage striping and tail logo, consist of two colours: deep maroon and red. AHS prints the colours separately to allow you to keep them in register. This photo (14) shows the maroon decals applied. The fit wasn't perfect everywhere; in this shot you can see a slight gap on the bottom of each nacelle. Since Horizon Air Maroon is not one of the colours on my paint shelf, I had to fill these in by cannibalising other decals on the sheet. It would have been helpful if AHS had provided a solid square of maroon and red on the sheet for occasions like this.

After applying the decals, I sealed them with Xtracolor Gloss Varnish and then an overall coat of Xtracolor Satin Varnish was also applied to dim the shine a bit. After painting was complete, I added the fuselage windows using Krystal Klear on the end of a toothpick (Photo 15). The width of the windows on a 1/72nd Dash 8 is about as large as you can go using Krystal Klear. Keep an eye out for any sort of sag as the material dries.

Final Details

With painting complete, I removed the masking from the cockpit windows. This is a somewhat delicate operation, since you have to get under the edge of the mask without damaging the clear plastic or the frame lines. After the foil is off, there is an adhesive residue which has to be cleaned off using WD40, a silicon degreaser that is commonly used for loosening up sticky hinges and bolts (Photo 16). I picked this

little tip up from the internet, though how the first person to discover this secret did so is a mystery to me. It does a wonderful job on canopies, leaving them clean and sparkling without threatening the surrounding paintwork. Just apply it sparingly with a Q-Tip and then wipe it off with the corner of a paper towel. Avoid straying onto the painted surfaces; not because it will destroy the paint, but because it can give it a slight gloss sheen that will make it stand out from the surrounding paintwork.

Now is also the time to add the landing gear. The main gear are primarily white, with structural metal parts above and below the struts that are a dull metallic colour. The wheel hubs are mostly a dark grey, but the interior parts of the wheel are a shiny metal. The easiest way to achieve this is to paint the indented portions of the hub silver, allow them to dry, and then put what amounts to a heavy drybrush coat of grey across the raised portion of the hub. I also added the gear doors at this time. On the actual plane the doors do not touch the nacelles, but are connected only by the hinging mechanism. I cut small pieces of 0.20 strip to shape and glued them to the gear doors and the well sidewall (Photo 17). Note that there is only one gear door per nacelle and both open to port.

The finished product (Photo 18) is shown with a stablemate, an earlier attempt at the Dash 8, and the Hobbycraft box art. The second scheme is for Air Ontario, using the kit decals.

My Conclusion

Though it does have weaknesses, primarily indifferent fit and a lack of detail, the Hobbycraft Dash 8 is not a difficult project. It makes a good introduction to modern 1/72nd airliner modelling and there is the attraction of having multiple colourful aftermarket decal options to choose from. Plus you can use the kit to introduce yourself to techniques you may not have used before, like scribing panel lines or creating an entire new wheel well from scratch. I am told that this is the fun part of building model aircraft...

And for those modellers who don't understand why anyone would want to build a plane if an air force hasn't flown it, take a look at the photo of a Dash 8 in purely military markings (Photo 19). This is the Canadian Armed Forces CT-142 'Gonzo' recon aircraft. It was built by Ernie Vanosch using the Leading Edge resin conversion set.

I would like to thank Horizon Air and their Director of Sales and Marketing, Dan Russo, for invaluable help in completing this article.

Kevin Callahan



Dash 8 Photo Album



The port engine nacelle and prop. Note the black-tipped engine intake, panel lines on the nacelle, and the fuselage windows (which are a bit too large on the Hobbycraft kit)



Passenger entrance door. Not included in the kit, but it wouldn't be too hard to fabricate



One of the landing lights on the leading edge of the wing is set further back than the other, a detail that Hobbycraft correctly reproduces. This photo also shows more staining on the wing underside. While extensive weathering is rarely seen on 1/144th or 1/200th airliner models (and probably isn't terribly appropriate in the smaller scales anyway) one could really do a job on a 1/72nd model!



The front of the starboard main landing gear. Note where the white paint ends and the natural metal begins. The tangle of hydraulic lines (with their red connectors) extend from the outer gear strut down to the brakes



Lower starboard wing. This view shows the small flaps and actuators that Hobbycraft did not include in the kit. Static electricity dischargers trail off the wing tip. Note also the large amount of grime and dirt the white surface collects in service



And speaking of dirt... A combination of hot exhaust, rust, and general grime has left the rear of the port engine nacelle in need of major cleaning. Also note the small engine vent just above the red stripes



Cockpit. A very snug fit. The panel itself is blue-grey, seats a lighter grey fabric, seat belts black. It being a very hot day in Seattle, they had put a sun reflector over the inside of the canopy windows. It didn't help cool things down very much



Passenger cabin seating. 37 brown leather seats, with the Horizon sun sewn into each one



The Dash 8's vertical tail. As can be easily seen, there is much scope for adding new scribed panel lines on the surface of the kit



The rear cargo door. Another detail that is not provided for in the kit. I've provided the photo just in case there are some ardent scratch builders lurking in the audience. Note the netting hanging from below the hatch



The nose gear is rather more complex than in the kit. Here you can see the oleo, hydraulic lines, and retraction jacks for the door





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Kelly Johnson's

MONOGRAM

by Prof Steven J. Corvi

Starfighter F-104C

1/48th
SCALE

History

Lockheed designed the F-104 from the earlier developmental model 83 under C.L. 'Kelly' Johnson's leadership. This was to be the most widely employed double sonic fighter used in world air forces. It had many nick-names, 'the missile with a man in it' and other less flattering and pilot-scaring nomens. This aircraft was to hold world speed and altitude records throughout the cold-war era and was perceived as the interceptor supreme. The contemporary developmental aircraft were Republic's XF-91 and the McDonnell XF-88. The first prototype XF-104 (53-37786) flew on February 7 1954. It was powered by the Wright J-65 (10,300 lbt in afterburner) which was a licensed built version of Great Britain's Armstrong Siddeley Sapphire. This airframe attained Mach 1.79 and proved the initial design and allowed subsequent development. A year later in March of 1955 the newly designated YF-104 was powered by the more powerful General Electric J-79 (14,800 lbt in afterburner) and attained Mach 2 in a flight on April 27, 1955. The early airframe went through many incarnations to overcome the inherent problems of operating an aircraft at such extreme speeds. The languid developmental progress encumbered the program and the USAF began to lose interest in the F-104. However, the USAF did purchase and adopt both the A and C models of this aircraft for its inventory.

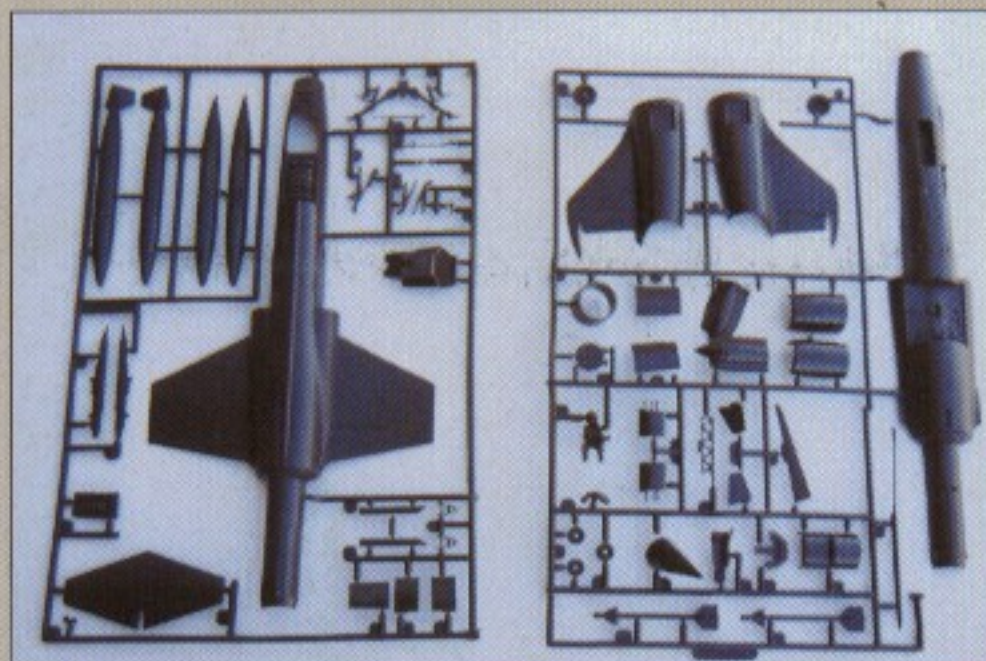
The real success of this aircraft was its service in foreign air forces. The F-104G and

S models (which were licensed built in Europe) were highly improved airframes that served a lengthy operational service in the Republic of Germany Luftwaffe and the Italian Air Force. It also served in various other airforces around the globe and proved to be a highly successful and marketable overseas fighter design. The aircraft's appeal was its speed and ability in its most appropriate role as a point defence interceptor. It still serves in some air forces today displaying its remarkable adaptability and up-gradable airframe and avionics.

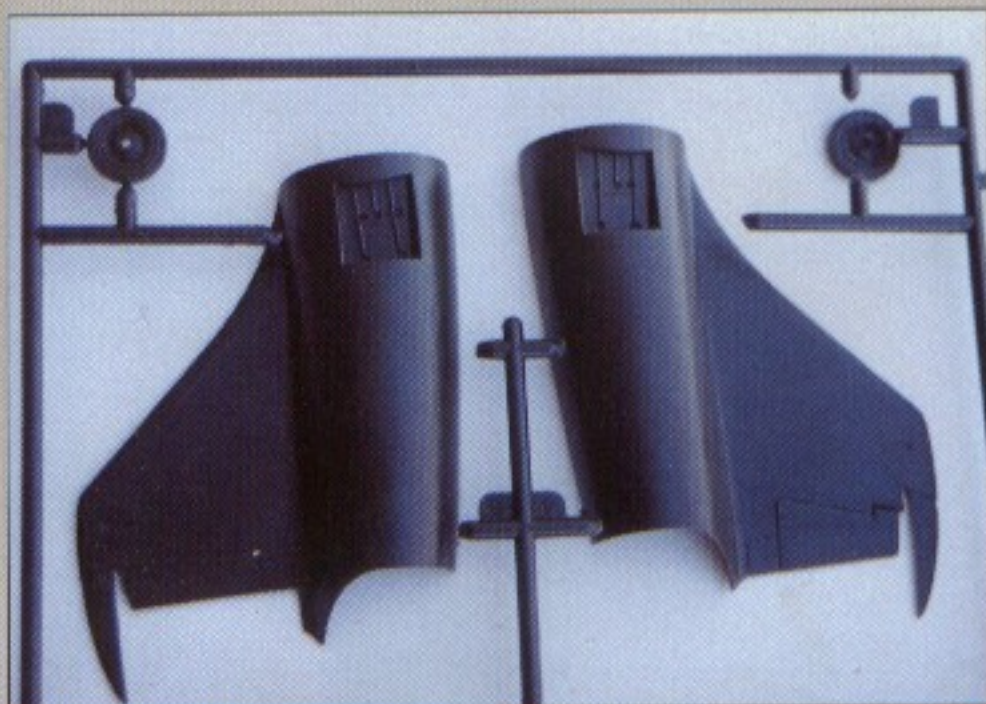
The models that served in the USAF held many records including the world altitude and speed record. It beat its rival USN Phantom with an altitude of 103,395 feet! This aircraft also served as a test platform for NASA test pilots and was the best aircraft in the USAF inventory to simulate the X-15 and Lifting Body airframes. It proved especially capable in the L/D mission (Lift versus Drag) and was an aircraft that demanded excellent skills from the pilot.

The Model

The subject for this build-article was FG-0907 of the 479th Tactical Fighter Wing, 434th Tactical Fighter Squadron. This particular mount was Lieutenant-Colonel John D. Rosenbaum's, who was the squadron commanding officer. A rather colourful bird that represents the Century Series aircraft and was a primary example of the cold-war interceptor.



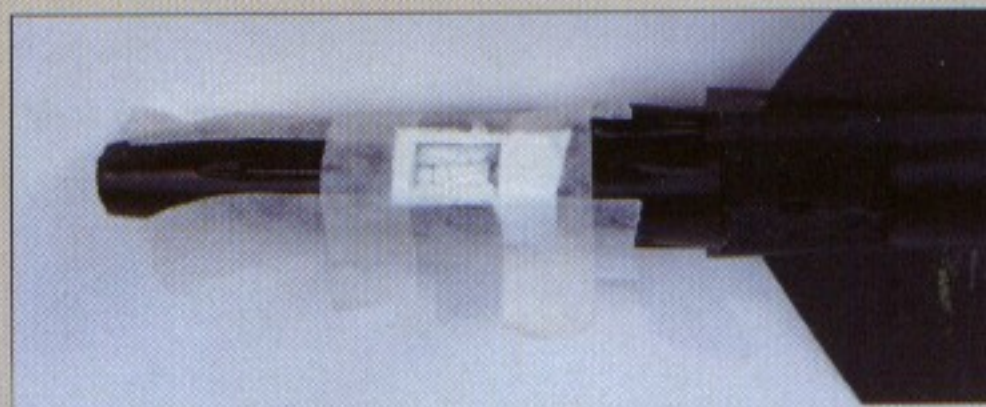
The kit components



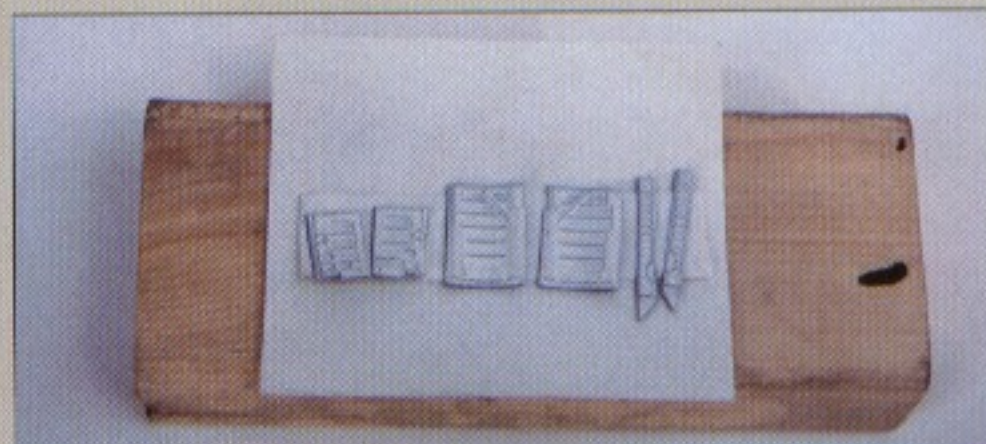
Close up of the separate tail area in the F-104C kit and the open air brakes



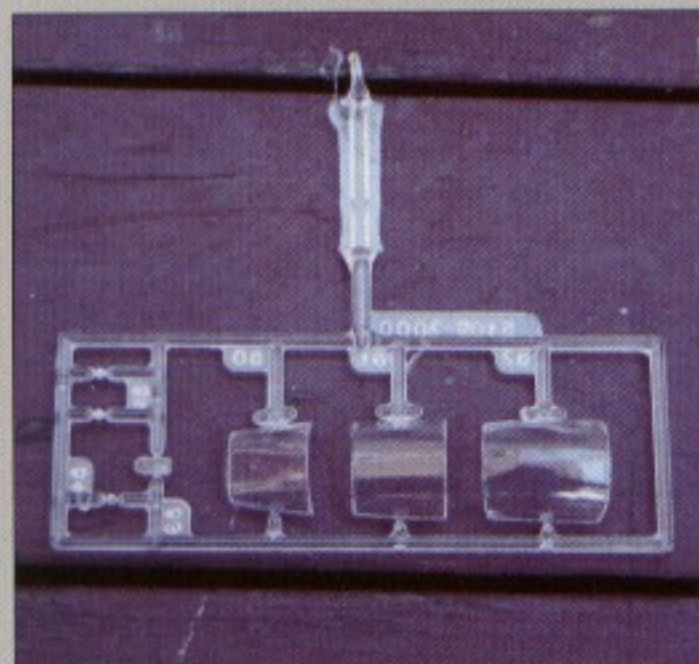
A very colourful decal sheet was included in the version I had



The cannon area masked and sprayed Gloss White



All of the undercarriage doors also need to be sprayed white inside...



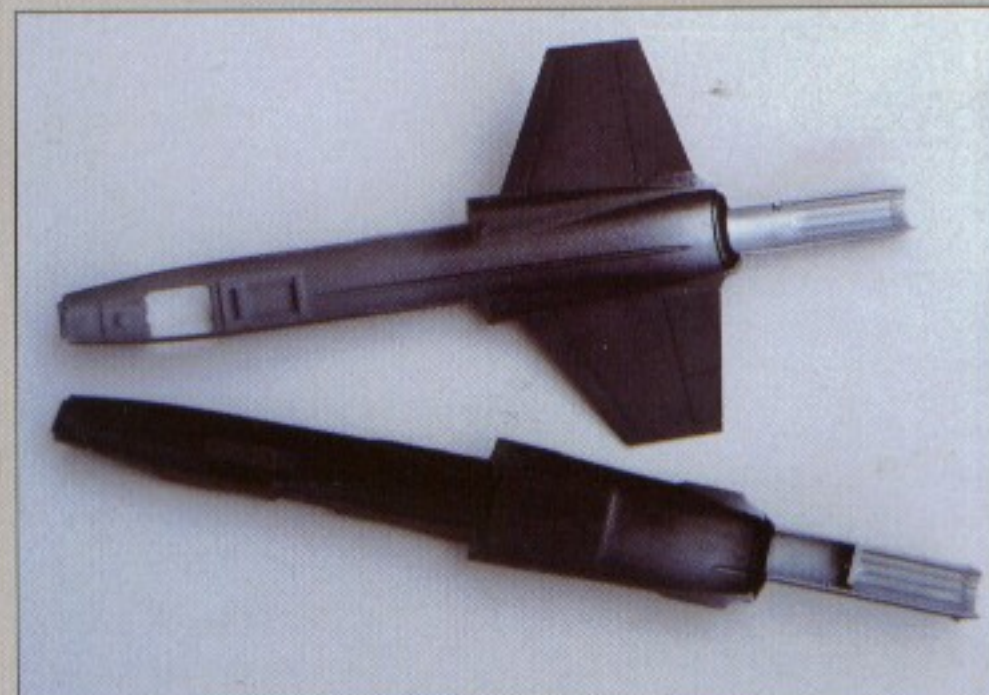
The clear sprue



Initial stages of the cockpit tub assembly



Careful painting and dry-brushing will enhance the instrument panel



The interior of the cockpit area sprayed grey, with the engine area in aluminium



The exposed cannon moulded into the nose



... the same goes for the interiors of the air brakes as well

Starfighter F-104C

The Kit

The best kit in 1/48th scale is the Monogram F-104C (kit #5433) and this aircraft has markings for both a natural metal aircraft and a camouflage variant that served in Vietnam. This kit is currently out of production by Monogram, but can still be bought at most good hobby shops that specialise in older and out of production kits. I chose to build the colourful natural metal aircraft and was delighted that the kit came with markings for a bird of 479th TFW, 434th TFS. The kit is moulded in a muddy Olive Drab, which can be problematic when painting light colours, especially white. It also has raised panel lines which is expected from a kit produced from this era. Otherwise, the kit is an excellent representation of this version of the Starfighter, and has a high level of detail for a kit of this vintage.

Construction

The first task was to sand down the raised panel lines and re-engrave new ones, so out with the wet and dry sandpaper and on to a tedious but essential task. Does anyone like doing this? My attention then turned to constructing and painting the cockpit and exhaust burner. A very straightforward cockpit that required washes and dry brushing with various shades of grey and blacks. At this juncture, I also painted the fuselage halves with Tamiya Bare Metal Silver (AS-12) in the engine area and Testors Model Master Aggressor Grey in the cockpit area.

During this part of construction, I decided to paint the various access areas Insignia White. Since the model is moulded in a dark Olive Drab, it required multiple coats of white to get any uniformity. I first sprayed the access areas with Testors Gloss White and then hand painted over this with Gunze Sangyo Insignia White when it dried. I find that gloss enamel paints cover a dark coloured plastic better than flat enamel paint and create a good painting surface for the remaining coats of paint. Also during this time I painted the interior of the gear doors, airbrake assembly and cannon access door the same colour white. All of this went without a hitch and cleaned up very nicely.

I then cemented the fuselage halves together with the cockpit tub and engine turbine disc in place. Once this was completed, I decided to attach the fuselage/tail assembly. A very straightforward connection that needed no filler. I then attached the horizontal stabilisers and they fit seamlessly. The only area that really needed filler was where the front fuselage halves met. I only used a minuscule amount of filler to cover the very slight gap. I did this since the airframe will be painted in a natural metal finish and will show all flaws. Once all was dry and secure I polished the plastic surface with Novus plastic polish and then prepared it for priming.

The prominent wing-tip tanks were assembled and had a nasty gap in the meeting area that had to be filled and sanded. This went well and then I primed the tanks and allowed them to dry overnight. As can be deduced from this text, the kit goes together rather easily and needs very little filler and makes an ideal project

for the beginner who would like to tackle a natural metal finish in this scale. The main airframe was primed and also allowed to dry overnight. Now the aircraft was ready for its initial application of the natural metal finish.

Painting

I decided to try a different natural metal system that allows the use of a primer undercoat. The airframe, wing-tip tanks, access panels and gear doors were sprayed with Tamiya Bare Metal Silver (AS-12) over the primed surface. One thing I should mention is that the Tamiya spray paints stink to high heaven and one should definitely have good ventilation and a respirator. With that in mind, I airbrushed the Tamiya AS-12 on the airframe, upper surface of the access panels, gear doors, and airbrake assembly and allowed the paint to cure for 48 hours, just to be on the safe side! This is to prepare the surface for the application and buffing of SnJ aluminium powder, which will give a high sheen of reflective metal.

I subsequently painted the nose cone and underside of the wings a light aircraft grey. The Tamiya spray dries in about an hour and can be easily masked without lifting the finish. A handy quality for painting this type of aircraft. The sources I checked, which included some former Starfighter ground crews, explained to me that the undersurface of the F-104C wings were a Light Aircraft Grey and the upper-surfaces were a Semi-gloss White which faded quickly with exposure to the elements. The Gunze Sangyo paint covered well and dried quickly. I used Tamiya masking tape which makes a very nice clean straight masking line between two paint surfaces (I highly recommend this product). I then painted the upper surfaces of the wings with Gunze Sangyo gloss Insignia White. Once all this was dried and cured I masked off the wings, both upper and lower surfaces, and prepared the airframe for the SnJ polishing powder.

I applied the SnJ Aluminium polishing powder to the whole airframe and buffed in the powder to a uniform sheen. I buffed this with a polishing wheel and small hand drill. This really cuts down on time when you are buffing the whole surface of a 1/48th scale aircraft. I then decided to apply polishing powder to individual panels to make a high sheen in certain panel areas. This works very nicely and can be achieved with the minimum amount of fuss. Unlike the Testor Metalizer system, which requires light masking with wet newspaper (so as not to lift the underlying finish). One short side note here; I find that overall the Testors Metalizer finish works best on a uniform unfilled and un-primed surface and that the Tamiya/SnJ system will work better on a filled and primed surface. Again, you cannot prime underneath the Testor Metalizer finish. As everyone knows the primer undercoat can cover a plethora of sins!!

Now with a fully painted airframe and assembly parts my attention turned to the undercarriage.

Undercarriage

The main gear and nose gear oleos were painted with Tamiya AS-12 and allowed to

dry. The different tone without the SnJ powder made for a convincing metallic finish for the gears. The wheels were painted White and Tyre Black and then attached to the oleos. The design of the Monogram undercarriage for this kit is probably the best of all the Century Series 1/48th scale aircraft. They fit well and stay in line with the vertical axis of the aircraft very easily! The gear doors were then attached and they fit without any incident. The only problem is that this kit is a tail sitter and additional weight needs to be added to the nose cone.



Careful assembly, filling and painting will result in perfect tip tanks



An initial coat of Tamiya Bare Metal Silver

This again is not a problem since the nose cone attaches separately. I subsequently superglued a mass of brass BB's into the nose until all sat well. At this time, I masked out the cockpit area with Tamiya masking tape and tissue paper and painted the anti-glare panel area with flat black. Now she was standing on her own legs and ready for decals and final cockpit and crew attachments.

Decals

The surface was very smooth so an undercoat of gloss finish was not needed for the decal application. The decals were confirmed by the sources to be in register and accurate. They were rather thick, but they adhered well to the surface. The only real problem was the age of the decals; some produced a heavy milky film in the water which had to be changed a couple of times during the process. The colour density of the decals was excellent and they covered the surface well with no carrier film visible. There seems to be little or no aftermarket decals for the F-104C. Most of the options available in the aftermarket sets are for the later G and S versions. There are some options for the 1/72nd scale modeller by Superscale for Col. George Lavin's aircraft though.

Again this kit seems to confirm my notion that it would make a good project for the beginner modeller and the decals are very forgiving, especially for the novice builder. Now on to the final detail parts.

Canopy, Cockpit and Crew.

The canopy and clear parts were dipped in Johnsons Future (Klear) floor wax and allowed to dry. I then masked out and sprayed the canopy parts with Tamiya Bare Metal Silver. I buffed in a little of the SnJ powder to match the canopy frame with the fuselage. Once all was dry and copacetic I attached the windscreen and rear deck piece. These pieces fit well and attest to Monogram's good mouldings. I decided to

put in a pilot and put the aircraft in taxi mode. The pilot was painted in the appropriate colours and shades and then cemented into place. I also cut some folded masking tape to make seat belts and attached them in position on the pilot and ejection seat assembly. I then painted the seat belts and buckles and made ready the final canopy. Since the canopy will be open I attached the appropriate mirrors by Waldron (1/48th Jet Aircraft Mirrors set). I then glued the canopy in position and the aircraft was completed. The only accessories I added were a base and tarmac with a ground crew member directing the taxiing aircraft. I added a Remove Before Flight tag (from Reheat) to the ground crew to add a touch of authenticity.

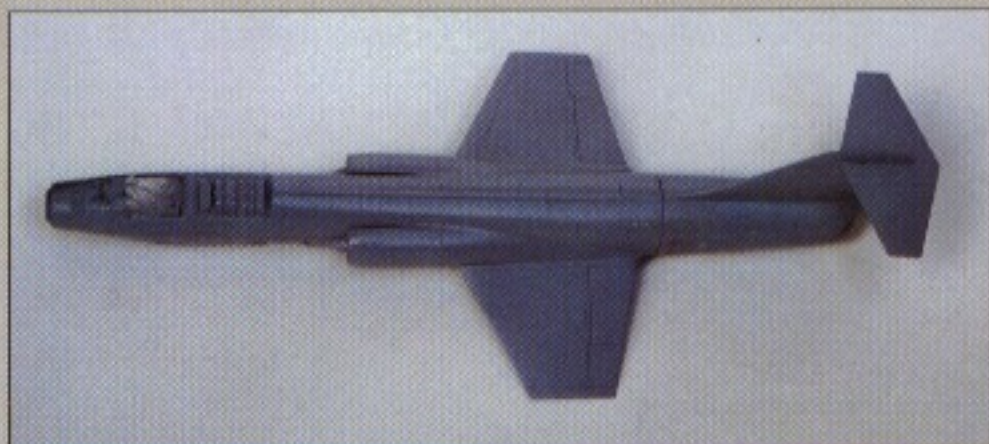
Conclusion

Not much to be said here. Only that this is a forgiving kit for the novice and makes into a wonderful representation of an early Starfighter. It also provides an excellent starting point for the superdetailer, if one so desires. I can only highly recommend this kit. It is rather easy to obtain in the United States but I cannot attest for its availability in Britain. If you see one on the dealer's table at a show I say take one and build it, you will not be disappointed.

Steven D. Corvi

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The main airframe assembled and primed



Another coat deepens the effect prior to the use of SnJ



The underside once sprayed



The completed model



Various panels were treated with SnJ



Starfighter F-104C

The Risk Takers

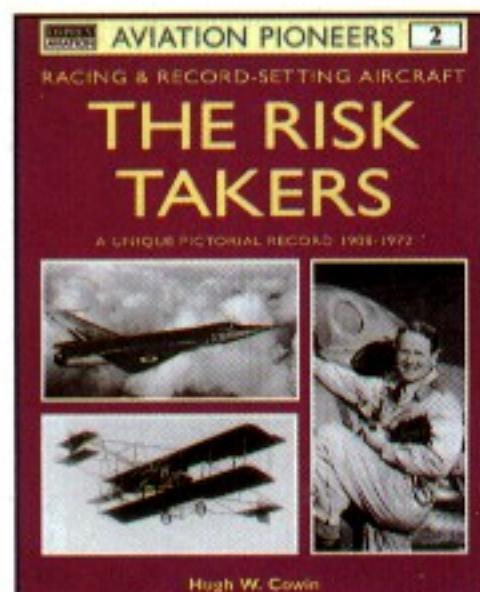
by Hugh W. Cowin
 Price: £17.95
 Series: Aviation Pioneers
 ISBN: 1-85532-904-2
 Publisher: Osprey Publishing
 UK Distributor: Osprey Direct
 Format: 185mmx245mm, 96 pages with laminated card cover.

This is the second title in the new Aviation Pioneers series, and it looks at all those racing and record setting men and machines from the 1908 to 1972 period.

The narrative is split into a number of categories, mainly dealing with specific periods. The first is about Reims and the pioneering racers of the 1908 to 1913 period. This is followed by the 'Roaring Twenties' (1919 to 1928) with all the Barn Storming and stunt flying of the time. The contribution to speed that was made by the Schneider Trophy during the 1913 to 1931 period is covered in a separate chapter and the golden era of air racing between 1929 and 1940 is also given a chapter all to itself. After WWII the racing elements declined, as more and more aircraft development lead to the setting of new records. The 1945 to 1972 period is covered in the final chapter, with details of all the records set by each aircraft.

All the great racing machines and pilots are included and the title makes an enjoyable read, with many fascinating illustrations. If you are into air racing, or record setting then this title is certainly worth considering.

Our thanks to Osprey Publishing for the review sample.



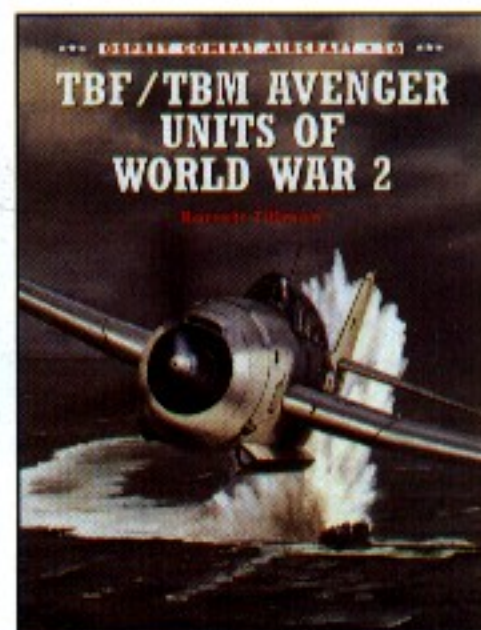
TBF/TBM Avenger Units of World War 2

by Barrett Tillman
 Price: £10.99 (\$17.95)
 ISBN: 1-85532-902-6
 Publisher: Osprey Publishing
 UK Distributor: Osprey Direct
 Format: 18cmx25cm, 96 pages with laminated card cover.

This is the sixteenth title in the Osprey Combat Aircraft series, and it is written by well known USN historian Barrett Tillman. The narrative starts by looking at the development and initial service use of the Avenger, right up to Midway. After this point each series of operations, or operational theatres are dealt with. You therefore have coverage of Guadalcanal & The Solomons, the Central Pacific campaigns, Japan, Sub marine hunting, and finally, the operational use of the type by the RN and RNZAF. Each section is well illustrated with period B&W photographs and in the centre of the title there is the colour section, which offers twelve pages and thirty-six side profiles. The final chapter of this title is a series of personal assessments of the Avenger by the men who flew it.

As with the previous title in this series, reviewed elsewhere, this one can be highly recommended to all WWII USN, RN and RNZAF fans, and anyone considering the construction of an Avenger model.

Our thanks to Osprey Publishing for the review sample.



Albatros C.VII

by P.M. Grosz
 Price: £8.75
 ISBN: 1 902207 18 1
 Publisher: Albatros Productions
 Format: 29cmx21cm, 36 pages, laminated card cover.

This title is the seventy-seventh in the Windsock Datafile series and follows the usual format of a detailed narrative covering the development and service use of the type, all backed up with a great number of clear B&W period photographs. All Datafiles include excellent scale plans in both 1/72nd and 1/48th, and this title is no different. The rest of the title consists of more B&W photos, a section looking at the type in detail with close-up photos and this is followed by a final chapter which discusses the various camouflage and markings applied to the type. Once again this is another excellent title by

ALBATROS C.VII

By P.M. Grosz



WINDSOCK DATAFILE 77

Albatros Productions and one that I am sure all WWI fans will be looking to add to their collection.

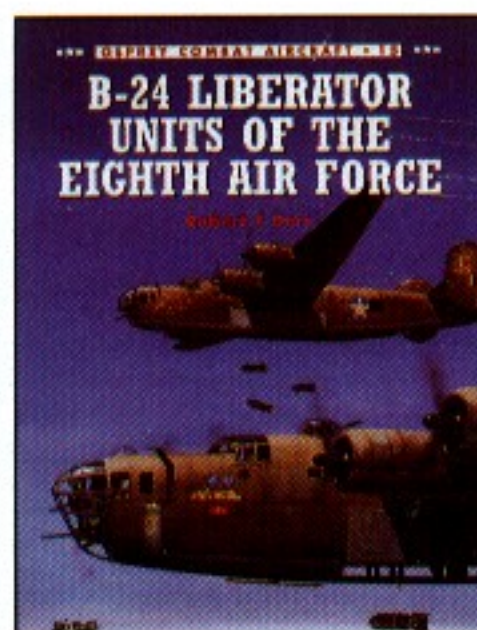
Our thanks to Albatros Productions for the review sample.

B-24 Liberator Units of the Eight Air Force

by Robert F. Dorr
 Price: £11.99 (\$17.95)
 ISBN: 1-85532-901-8
 Publisher: Osprey Publishing
 UK Distributor: Osprey Direct
 Format: 18cmx25cm, 96 pages with laminated card cover.

This is the fifteenth title in the Osprey Combat Aircraft series, and is presented in the standard format, with fifteen pages of colour artwork.

Unlike other titles the author of this one has chosen to cover the subject by year, so each chapter is just headed by that year, running from 1942 to 1945. The history and operational service of each bomber group within the 8th AF is covered, with each being added into the story as the date when they arrived is reached. All of the narrative is backed up with B&W photos and, as usual, there are fifteen pages of colour side profiles towards the centre of the title. Because of the size of the subjects there are just two profiles per page, but these do include not just the operational machines, but some of the very colourful assembly



ships as well.

For the modeller this title offers a concise chronical of the units and their operations, as well as lots of information on the colour and markings applied to many of the aircraft. If you are a USAF fan, then this one is certainly for you.

Our thanks to Osprey Publishing for the review sample.

BookNewsBookNewsBookNewsBookNewsBookNewsBookNews

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

The Aviation Bookshop

Passed to us by the above book shop are two monographs on the Mirage 2000 and the F-16. Both of them cover the use of the type in Greece, and as a result have been produced in (and are written in) Greek! That said the titles both contain a wealth of full colour photographs, and will be of great interest to all modellers with a passion for the subject matter. As well as the more usual overall



shots of the aircraft, there are a good selection of photos inside each machine, as well as some of them during major servicing. Each 66 page title is £8.50 plus £1.00 P&P from The Aviation Bookshop (Tel: 0171 272 3630).

Sutton Publishing

The next title due from this publisher will be US Naval Aviation in Camera 1945-1999 by Martin Bowman. As the title says, this will be a full photographic coverage of USN operations from 1945 to 1999 and there will be over 200 colour photos included in it.

The UK price for the title is £19.99 and examples can be



obtained in most book shops (ISBN 0-7509-2175-7).

The Crowood Press

The next two titles due in the Crowood Aviation Series will be on the Avro Lancaster (Ken delve) and the E.E. Canberra & Martin B-57 (Barry Jones). Each book is hardback, with 192 pages, the Lancaster title is all in B&W, while the Canberra title will include eight pages of colour. They retail for £25.00 and £29.95 respectively.

Airlife

The latest full-colour special on an airport is for none other than



Mosquito Thunder

by Stuart R. Scott

Price: £19.99 (\$36.00)

ISBN: 0-7509-1800-4

Publisher: Sutton Publishing Ltd

Format: 18cmx25cm, 212 pages with hardback cover and separate colour dust jacket.

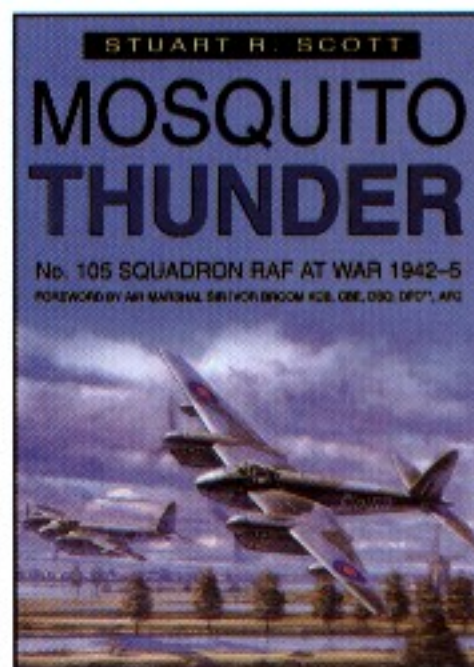
Any new titles on the Mosquito are welcome by me, and this latest one from Sutton is very much so, as it deals with one of the best exponents of the type; No. 105 Squadron. This title follows on from the author's look at No. 105 Squadron's use of

the Blenheim and it covers the Mosquito use from 1942 through to the end of the war. The title deals with all aspects of the squadron's use of the type, starting with a look at the squadron after its terrible losses with the Blenheim, through basic training and finally on to operational use with the Mosquito in its B Mk IV form. All of the low-level strikes undertaken by the squadron during the war are covered, with personal accounts from many of the men involved. The title offers a wealth of information for all Mossie fans, as well as illustrating the huge potential that this aircraft had. For the modeller you will be delighted to see some very rare photos, including one showing the type and location

of an Oboe antenna under the belly of a B Mk XVI (very rare!). Of course, the group is famed for its use of the Mossie and it is no wonder that both (1/72nd & 1/48th) new kits of the type include decals of a No. 105 Squadron machine. Don't be confused by 'The Grim Reaper' though, as the one shown in the book is the later recipient of the name (B Mk IX, LR504), not the B Mk IV shown in both the Tamiya and Hasegawa kits.

If you like the Mosquito and want to understand more about its operational use, then this book is well worth having, if like me though, you just like the Mosquito, then the title is a real 'must'!

My thanks to Sutton Publishing for the review sample.



P-40 Warhawk

by Bert Kinsey

Price: £10.95

Series: Detail & Scale Vol. 62

ISBN: 1-888974-15-X

Publisher: Squadron-Signal Publications

UK Distributor: Pocketbond Ltd

Format: 215mmx280mm, 80 pages with laminated card cover.

This is the second part in the coverage of the P-40 series by Bert Kinsey, and it follows on with coverage of the P-40D through to

the XP-40Q. The format is similar to all other titles in the series, but the colour coverage has been doubled to sixteen pages. The title covers the following versions; P-40D & Kittyhawk I, P-40E & Kittyhawk IA, P-40F & Kittyhawk II, XP-40K, P-40K & Kittyhawk III, P-40L & Kittyhawk II, P-40M & Kittyhawk III, P-40N & Kittyhawk IV, TP-40N and XP-40Q. Each section includes both historical and current photographs with a number of the versions having detailed close-up photos of preserved examples. Manual extracts and instrument panel photos are also included and most of the major versions also have 1/72nd scale

plans included. The narrative text deals with all elements of the evolution of the P-40 design and there is also a great deal of information on interior and exterior colours. The colour section in the centre of the book includes some colour profiles, a selection of wartime colour photos and a mass of pictures around a preserved P-40E and P-40N.

The Detail and Scale series needs no introduction to the modeller, and this latest title is one which I am sure all USAF and P-40 fans will want in their collection.

Our thanks to Squadron-Signal Publications for the review sample.



Twenty Years of Italian Air force Vol. II (Jets)

by Franco Storaro

Price: £TBA (£38.000)

ISBN: 88-86815-43-3

Publisher: IBN - Istituto Bibliografico Napoleone s.a.s.

UK Distributor: N/A

Format: 20cmx28cm, 112 pages with laminated card cover.

This title is basically a full listing of all the jet aircraft that have been operated by the Italian Air force during the 1978 to 1998 period.

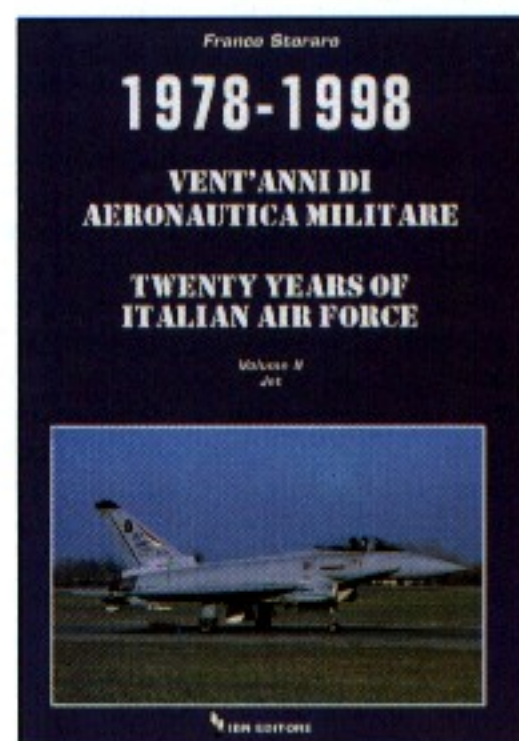
The book lists each aircraft type, along

with full specifications and a brief history of the type's use in the Italian Air Force. The first and last items are offered in both English and Italian, but the second item has a strange mix of some parts in both languages, and others (production lists etc) only in Italian. The colour photos that go with each section are described as 'spotters' photos but they are still extremely good. The types covered in this volume are the Fiat G.91 series (R, PAN, Y & T), F/TF-104G, RE, A. ASA and ASA-M, AMX & AMX-T, Tornado IDS & ADV, Piaggio-Douglas PD.808, Falcon 50,

Gulfstream III, DC-9-30, Boeing 707/T, T-33A & RT, MB.326, MB.339 A and CD. The final section also includes a couple of lesser types, such as the Caproni-Campini CC-2, Aerfer Sagittario II & Ariete, Fiat G.80/80-3B & G.82, D.H./Macchi Vampire, D.H.113 Vampire NF.54, Republic F-84G, F-84F & RF-84F, Canadair Sabre Mk 4 and N.A. F-86K Sabre.

This is a title ideally suited to the modeller with an interest in camouflage and markings, as it offers a number of clear colour photos of some very colourful machines.

Our thanks to IBN for the review sample.



London Heathrow. This 120 page, 210mmx210mm title is full colour and retails for £12.95.

Examples can be obtained in all good bookshops (ISBN 1-84037-099-8).

Armada

This is a well known series of books produced in Russia, and the latest two have been passed to me by a correspondent.

The first is all about the Pe-2 and is an A4 landscape format, with 48 pages and a laminated card cover. The text is all Russian, but the photo captions are in both Russian and English. This does limit its



appeal, but the level of information offered to the modeller in the detail photos make it well worth having.

The other title is on the Tupolev Tu-22. This too is in an A4 landscape format, but only has 40 pages of contents and a laminated card cover. Once again the text is mainly Russian, with just the photo captions in English as well, but it is packed with general and close up photos of the Tu-22, as well as scale plans.

I do not have a UK price for these two titles, but I believe they may be available via The Aviation Bookshop and Midland Counties Publications.

RK

This may or may not be the publisher's name, but as I don't read Russian, it is difficult to tell!

What this publisher has produced is a 120 page,



A4 title covering Yak aces of the VVS. The book is crammed full of colour profiles of each ace's aircraft, along with details about him and period photos. The text etc is all in Russian, but the quality of presentation and level of information can easily be appreciated.

If you are into VVS machines (or can translate Russian), then this book is for you. Apparently this is the second part of the coverage to be done by the publisher and the first part will be available very shortly? As yet we have no idea of any UK stockist of this title, but will keep you posted.

Avic Press

This Russian publisher has just released a small (22cmx15cm) hardback booklet offering a huge selection of colour profiles of the An-2. With the Italeri kit



Martinsyde Buzzard

by J.M. Bruce
 Price: £8.75
 ISBN: 1 902207 17 3
 Publisher: Albatros Productions
 Format: 29cmx21cm, 36 pages, laminated card cover.

This is one of the latest additions to the Windsock Datafile series (No.76) and deals with the ultimate British biplane fighter of WWI. Written by WWI authority, J.M. Bruce, the title takes the usual Windsock Datafile format of a narrative description of the design, construction, development and service use of the type, which is backed up with a wealth of period B&W photographs. Service use is not restricted to the RFC/RAF, as the Finnish Air Force also operated the type, and the scale plans in the centre of this title depict the World's only surviving Buzzard, which is currently in the Central Aviation Museum, Finland. As always, the final sections of the title include a detailed look at the construction of the type, with period B&W photos and manual illustrations, and a discussion into the camouflage and markings applied to it.

Martinsyde Buzzard

By J M Bruce



WINDSOCK DATAFILE 76

This is another fine title from Albatros that we can highly recommend. The coverage of the type is welcome, as it is not well known and I am sure that all WWI fans will want to add this title to their collection.

Our thanks to Albatros Productions for the review sample.

Macchi C.202 'Folgore'

by Maurizio Di Terlizzi
 Price: £TBA (L30.000)
 ISBN: 88-86815-42-5
 Publisher: IBN - Istituto Bibliografico Napoleone s.a.s.
 UK Distributor: N/A
 Format: 210mmx290mm, 64 pages with laminated card cover.

Many of you may recall the first couple of monographs produced by IBN (C.205, Hughes 500, G.55 & Re.2005), all of which were in a format half the size of this latest addition. This title is the first of a two-part look at the C.202 and it is within a new 'Special' series from IBN. Text is offered in both English and Italian, and the narrative is limited to an initial introduction followed by photo and illustration captions. The main bulk of the title is made up of clear B&W photos, with the occasional colour one. There are also colour side profiles, plus a section on modelling the type and finally, a section which takes a detailed look at the construction and equipment fitted to the C.202. Large photos, clear illustrations and manual extracts are the order of the day, and this title is just the sort of thing



modellers love.

If you like Italian aircraft, or just the C.202 then this book is for you. If you are interested in Italian Air Force camouflage and markings then the title has a lot to offer as well, as most of the photos are at least half a page, and nice and clear.

Our thanks to IBN for the review sample and we look forward to the second part.

Emblems of the Rising Sun (Imperial Japanese Army Air Force Unit Markings)

by Peter Scott
 Price: £TBA
 ISBN: 1-902109-55-4
 Publisher: Hikoki Publications
 UK Distributor: Midland Counties Publications
 Format: 29cmx21cm, 128 page with laminated card cover.

Hikoki are certainly making a name for themselves with regard to the depth of coverage they offer in their titles, and the frequency with which they are releasing them. This latest title is no exception, as it takes a very detailed look at the complex subject of IJA unit markings.

The title starts off with a narrative section giving background details on

insignia type, and unit structure. This is followed by some 90+ colour pages depicting unit insignia and colour side profiles of aircraft. Hikoki state that all of the insignia depicted are supported with photographic evidence and they had resisted the urge to include non-documented badges which may well just be personal insignia etc. The remainder of the book offers a large selection of period B&W photographs and these are to a large format, with only two or three per page.

This is a real 'must' title for all Japanese Air Force fans, as it will be a very useful reference point for identifying a particular machine and with so many Japanese aircraft types being produced in limited form (e.g.

resin), this book offers a great number of alternative schemes.

Our thanks to Hikoki Publications for the review sample. UK examples should be obtained via Midland Counties Publications.

EMBLEMS OF THE RISING SUN IMPERIAL JAPANESE ARMY AIR FORCE UNIT MARKINGS



Peter Scott



of the type now readily available, and so many wacky colour schemes included in this book, it will be a real must for a lot of modeller.

Examples can be obtained in the UK from The Aviation Bookshop for £11.95 plus P&P.

Wings & Wheels Publications

It has been a while since we have seen anything from this publisher, not since their excellent photo coverage of the Il-2, but they have now done a similar title on the Avia S-199 and CS-199. The

book comes in a 24cmx22cm format with 72 pages and a laminated card cover. Inside you get a mass of clear colour photos, inside and out of preserved examples of the type, mixed with period B&W photos of them in operational service. This is backed up with diagrams and extracts from official manuals

covering things like canopy, engine cowling, armament, radio equipment etc.

Don't be fooled by the photo of the IAF Museum S-199 (with Spitfire wheels!) on the cover, as only a few exterior photos of this machine are given at the back of the book. The basis of all the photos is the S-199 and CS-199 currently preserved in the Kbely Air Museum, Prague.

For modellers this is a real must, and examples can be obtained in the UK via The Aviation Bookshop for just £6.95 plus P&P.

IsraDecal

The first book from IsraDecal is now available and is on the IAI Kfir. This 54 page, A4 title offers mainly B&W photographic coverage of the type, but the centre pages do include colour side profiles from Richard J. Caruana. The section towards the back of

the title offers a complete walk around of the type, with clear photos inside and out of the airframe.

For the modeller or IAF fan, this is a real must and examples can be obtained in the UK from The Aviation Bookshop at £11.95 plus P&P.

Hikoki Publications

The next title from Hikoki will be 'White Eagles' which will deal with the fascinating subject of the Polish Air Force in the 1918 to 1939 period. The book will offer 256 pages (16 in colour), over 400 B&W photos and will retail for £29.95.

For more information contact Midland Publishing Ltd. on 01455 233747.



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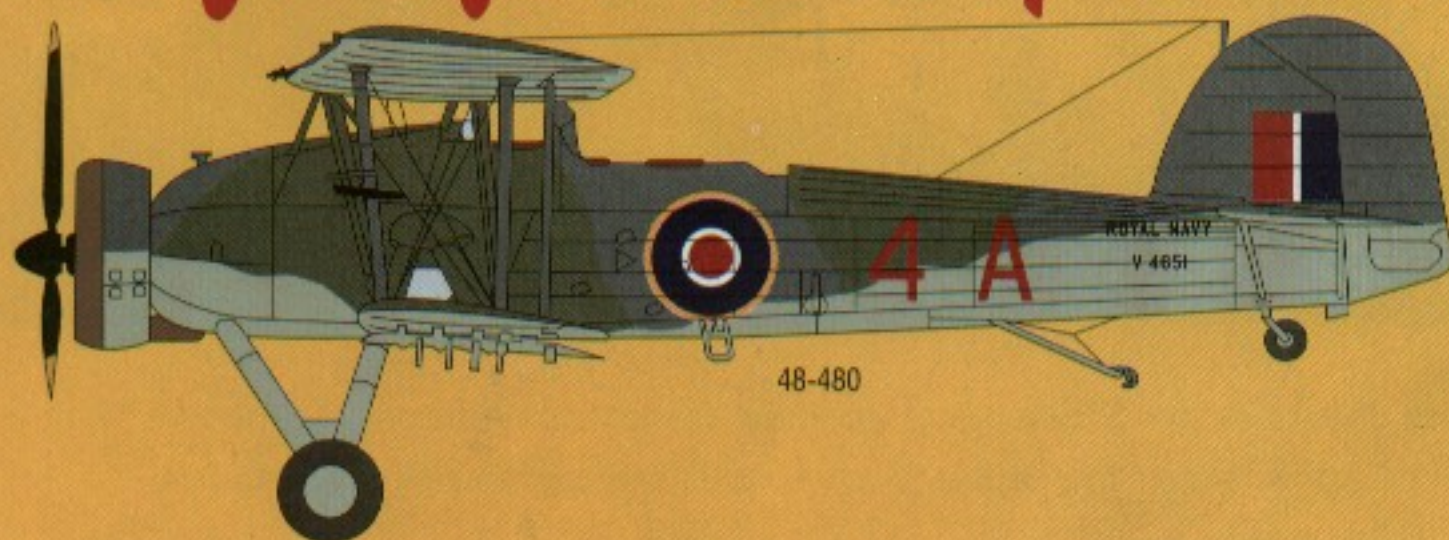
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